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ED SPEAK

I'm writing this hours after England beat Colombia on penalties in the last 16 of the 2018 World Cup in Russia. On Saturday we play Sweden in the quarter-finals. I have no idea how that'll go, as this magazine will be at the printers by then and I'm not a fortune teller. But it's quite exciting to think that by the time these words reach your eyes, England could be World Cup winners!

I doubt it. But it could happen.

However, this is a modified car magazine and many of you won't care for football, so why am I harping on about it? Because the best thing about the World Cup isn't actually the football. It's the fact it can unite a nation. And that's special. That sense of togetherness is also relevant to the car scene.

You see, we are bang in the middle of the show season. My last three weekends have been spent at car shows and my next three will be, too. I love it. But just like the football isn't the most important part of the World Cup: the cars aren't the most important part of a show. The people are.

The show season is our World Cup, a time we get together and appreciate the spectacle that is car culture. It truly is a beautiful game.

Big Love,

Jules

NEXT ISSUE ON SALE FRIDAY 17 AUGUST



SLIM JULES
EDITOR

"Who would win a World Cup of modified cars? America, Japan and the UK would be in with a shout!"

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

jules.truss@kelseymedia.co.uk



MIDGE
CONTRIBUTING EDITOR

"Why do people keep talking about semis when watching 22 men chase a ball?"

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

james.burr@kelseymedia.co.uk



INITIAL G
ART EDITOR

"Japan would definitely win. They have Keisuke Honda."

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.

graham.morecroft @kelseymedia.co.uk



GLENDA
WEBSITE EDITOR

"I would have been a professional footballer but I couldn't find size 15 football boots."

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

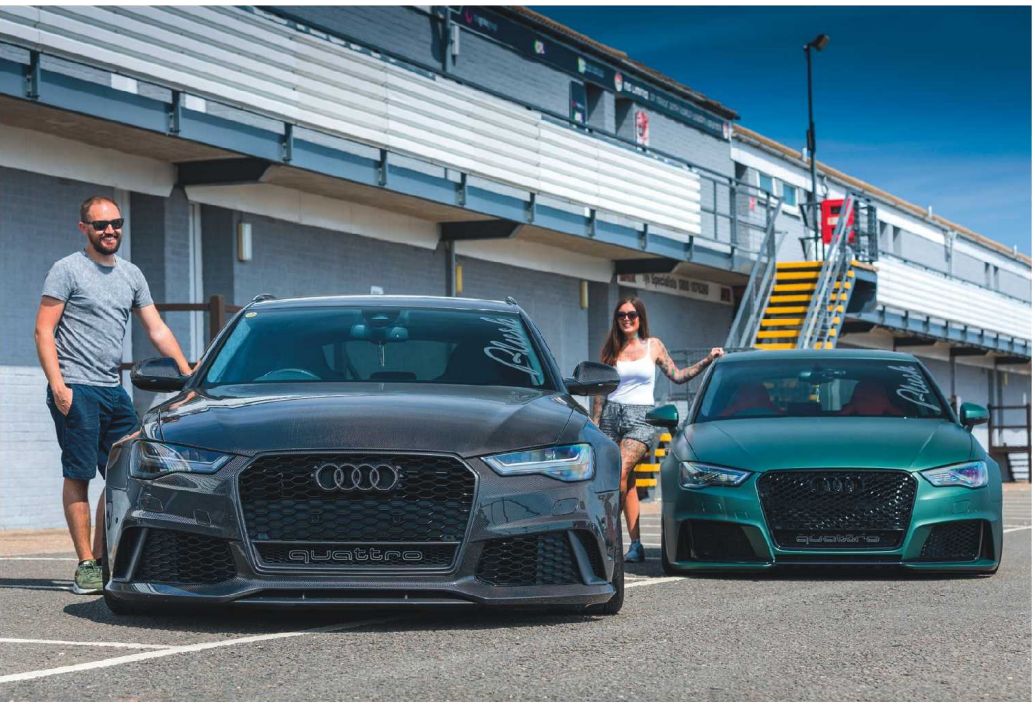
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Dino *Japanese Correspondent*
Damo Hall *Super Sub*

CONTENTS

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THE CARS

Audi RS 6 and RS 3 **010**
The finest pair we've ever seen and we're not just talking about the owners. It's enough to make you Plush.

Civic Type R **028**
Ever wondered what a perfectly modified EP3 should look like? Wonder no more, as Chris Coulton has built it.

BMW MINI **050**
The UK modified MINI game is strong and this purple monster proves it!

Audi TT **062**
We head over to Northern Ireland specifically to shoot this awesome Audi. Perfection defined.

VW Scirocco **082**
Take a guess where this 'Rocco was built? UK? Nope. Germany? Nope. US? Nope! We guess you'll have to read the feature then…



WILD CARD

E-Type **098**
Why are we featuring an E-Type in Fast Car? Because this E-Type has an M3 engine!



BONUS FEATURES

Top 10… **037**
VIP Project Cars

Launch Control **077**
Want to improve your acceleration? You've come to the right place.



OUT THERE

Players Classic **021**
We head to Goodwood with a bunch of Players. Good times.

Japfest Donington **071**
We head north for the second instalment of Japfest car culture madness.

FRESH GEAR

PRODUCT OF SUPREME AWESOMENESS **043**
YET MORE FRESH KIT **044**
AUDIO **046**
DETAILING TEST **048**



REGULARS

Front End **006**
We head to the Pod to check out some classic Fords, test your car knowledge and tell you why it's the perfect time to buy a Porsche 997.

Staff Rides **091**
The competition 350Z is starting to take shape, while the Tesla-powered R32 is getting ever nearer to ignition.

We Want You Car **096**
Do you own a feature-worthy car? You'd better get in touch then.

Readers' Rides **107**
And now for the most important cars in the world… yours.

Arse End **112**
When we're not arsing around in cars we're arsing around. Need proof? Look no further!

Next Month **114**
This is the penultimate issue before we hit the big four zero zero. Issue 399 will be out on Friday 17 August!



Owners getting some deserved attention







CLASSIC FORD 2018

Into old skool Blue Ovals? Then there's only one place to be…

Photos Chris Frosin

Now in its 14th year, Classic Ford is an absolute goliath of an event. Held at Santa Pod Raceway, thousands of classic Fords of all ages and models descend on Podington for a day of strip, club and show action.

Now, we're not exactly into our concours Ford Anglias here at FC but we are extremely partial to well restomoded Mk1 and Mk2 Escorts, Sierra Cosworths, Fiesta RS Turbos and pretty much anything with a YB bolted in the bay. And the Classic Ford show never disappoints.

Of course, there was a plethora of concours original metal for the old boys to reminisce over and this year's event celebrated the Mk1 Escort's 50th and the Sapphire Cosworth's 30th anniversaries.

Meanwhile, the Auto Finesse Show 'n' Shine saw Steve Smith steal the show by not just winning this year's coveted trophy with his incredible burgundy Ford Consul pickup but also third place honours for his crazy green gasser. Ashley Scutt was unlucky and had to settle for second as his spotless Sierra RS500 was pipped at the post.

Club awards went to Old Skool Ford who won Best Club Stand for the third successive year, Birmingham RSOC took home the Best Regional Club trophy and Ford100e.com were crowned Best One Make Club of 2018.

2018 saw a number of welcome changes, with a brand new surface on the famous Santa Pod strip, individual displays arranged by make and model and a new Cars for Sale Area, all giving a sprinkle of fresh ideas to an established Ford event.

The Classic Ford Show is just one of a number of Ford events from the Fast Car Entertainment Series, with the next two events exclusively for Ford fans being Ford Fair at Silverstone on Sunday 5 August (**www.fordfair.co.uk**) and Ford Fest on Sunday 30 September at Santa Pod (**www.fordfestshow.co.uk**).



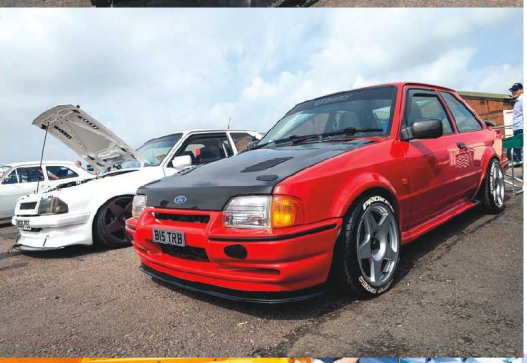
You might wanna get that exhaust looked at



Beasting the tarmac



Stu Greatbatch unveiled his awesome Mk2 Escort





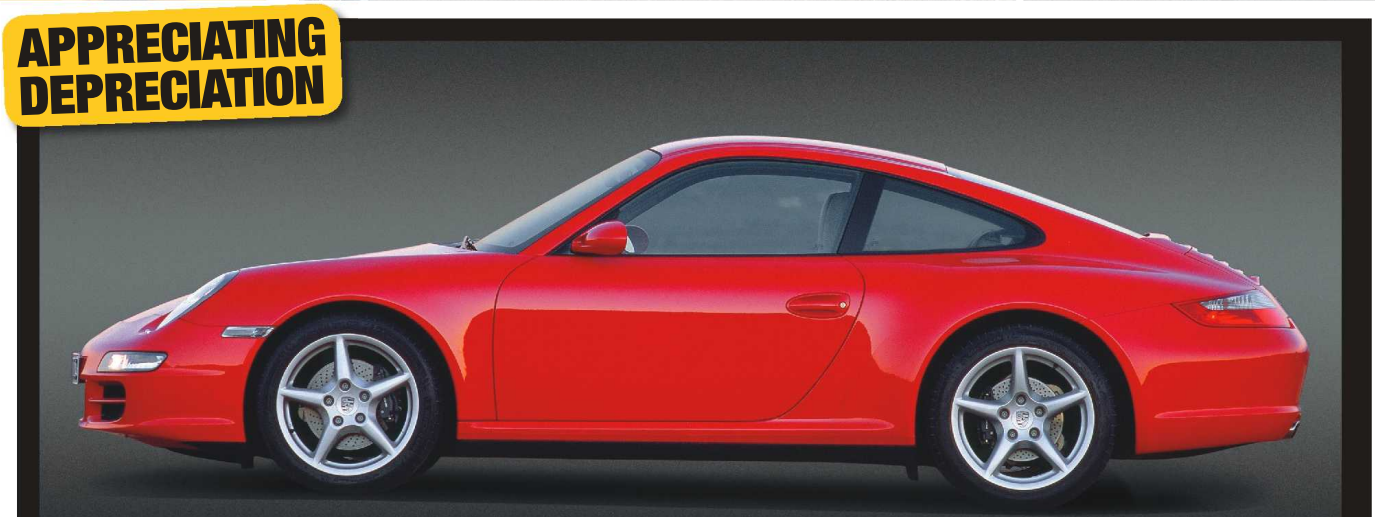
Steve Smith's show winning Ford Consul Ute







APPRECIATING DEPRECIATION



PORSCHE 911 CARRERA 2

The Porsche 911 is sort of a default-option sports car for a lot of people. But that happens for a reason. They shift a lot of units, because they're damn good cars. And the lesser 997s are looking like tremendous value at the moment.

'Lesser' is a loaded term. It's easy to get caught up in the lunacy of the GT3, the laser-guided terror of the Turbo, or even the everyday mischief of the C4S. But the Carrera 2 is still a formidable machine that most of its peers would struggle to keep up with on the right roads. Indeed, many prefer the so-called base model for its relative simplicity and uncluttered purity. It's the classic 911 formula: that swoopy, generation-spanning profile, with a perky engine sitting over the only driven wheels. No fuss. No messing. And the fact you can find really attractive-looking examples for a whisper over £20k makes them a viable and entertaining alternative to that shiny new hatchback you may have been eyeing up. Especially when you consider it would have set its original owner back about £75,000. Stick an ageless reg on there and your neighbours will think you've won the lottery.

THEN **£75,000**
NOW **£20,000**

Quiz Time

Word Search

There are eight Lamborghini models in here. How many can you find?

M	U	R	C	I	E	L	A	G	O	Q	B
A	K	C	U	R	U	S	X	I	M	R	Z
V	V	L	E	I	E	Q	R	H	G	M	A
C	S	E	T	H	U	R	A	C	A	N	I
O	W	K	N	A	Q	W	T	A	I	I	L
U	V	L	D	T	Y	Z	P	P	M	T	P
N	I	V	I	B	A	K	P	W	E	Y	Q
T	T	U	A	H	J	D	M	I	U	R	A
A	X	S	B	N	S	W	O	S	Q	Y	Z
C	M	C	L	T	M	T	S	R	S	R	Q
H	A	G	O	C	L	N	U	A	K	T	R
U	G	A	L	L	A	R	D	O	J	P	N







Think you know your cars? Test your knowledge for fun, here…

Q1) *Name the OE wheel?*

Q2) *Name the car?*

Q3) *Name the front cluster?*

Answers are in Arse End over on page 113 Good luck!



Coming Soon

Next month we will have officially produced 399 issues of Fast Car magazine, which means we'll be one issue away from our 400th edition. To mark this very special occasion we will be producing a collector's edition of the magazine, giving away some free gifts and filling the pages with the best feature cars in the world. The question is, should this stunning Rocket Bunny E46 be a part of it?

"SUN'S OUT, GUNS OUT. UNLESS YOU DRIVE A CONVERTIBLE, THAT IS, IN WHICH CASE 'SUN'S OUT' MEANS 'HIDE AWAY INSIDE YOUR CAR JUST LIKE YOU DO IN THE WINTER'."

Seriously. What's wrong with people? It's one of those facts that always gets thrown around, that Britain buys more convertibles per capita than any other country. That may or may not be true, but in sunnier countries people at least understand what they're for. You buy a drop-top so you can drop the top!

Honestly, it's not rocket science. That's what they're made for. If you've got a convertible, you should drive it with the roof down all the time unless it's torrentially raining. That's the whole bloody point. Or perhaps you should just buy a normal car.

What's even more annoying is when you point this out to cabrio drivers they put on that adenoidal Alan Partridge voice and say "Well, actually, the middle of the day is too hot for having the roof down". Or, "I prefer to have the roof down in the early evenings"; "If it's too sunny, you can just put on the air-con instead"; "When it's hot, having the roof down is a pain, not a pleasure"; "I don't want to get sunstroke, thank you".

Bullshit. These are terrible excuses. If you bought a convertible, drive it with the damn roof down. Otherwise you've totally missed the point.

The Angry Man



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)

No stress.



Make	Model	Year	Size	Product Type	Pair of Discs Complete with Bell	Assembled Pair RRP (Inc. VAT)	Replacement Disc Ring (single) (Inc. VAT)
Honda	Civic Type R (FK2)	2015-2017	350x32	2-piece conversion	SG2FC2028	£888.00	£280.80
Honda	Civic Type R (FK8)	2017-	350x32	2-piece conversion	SG2FC2028	£888.00	£280.80
Mitsubishi	Lancer Evo 10	2008-2016	350x32	OE replacement	SG2F001	£768.00	£280.80
Nissan	GT-R (R35)	2011-	390x34	OE replacement	SG2F002	£1026.00	£378.00
Vauxhall	Astra VXR (J)	2012-	355x32	OE replacement	SG2F003	£768.00	£288.00
Vauxhall	Insignia VXR	2009-2017	355x32	OE replacement	SG2F004	£834.00	£288.00

Introducing EBC Racing's brand-new range of 2-piece high performance brake discs. These UK made fully-floating discs utilise high carbon friction rings coupled to lightweight aluminium bells via a plurality of stainless-steel drive bobbins. These bobbins slide freely in slots machined in the friction ring, allowing the outer cast iron disc to expand and contract freely by up to 3.0mm in response to heat generated through braking. By allowing the outer friction ring to expand and contract freely the stress in the brake disc is reduced considerably, preventing cracking and warping even after prolonged periods of track driving.

Discs are priced per fully assembled pair and available via two purchase routes; as a direct replacement for performance vehicles where a 2-piece disc is fitted as OE, or as a 2-piece floating disc conversion for vehicles where a 1-piece disc is fitted as standard (2-piece floating conversions require no modifications to the vehicle and are totally interchangeable with the original brake disc).

Discs are handed and feature directional curved vanes for maximum cooling efficiency. All disc rings are cast out of a 'G3500' disc alloy containing high carbon and copper content and is the highest grade of casting alloy available.

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Words Dan Bevis Photography Dan Pullen





Modern Romance

Forget 16th century tragedies. The path to true happiness for today's star-crossed lovers is quite clearly a pair of bagged Audis. For never was a story of more yay, than this one of Luke and his Faye...

If William Shakespeare had anything to do with it, all love would be doomed. Look at his savage takedown of the concept of romance in Romeo and Juliet. You've got to keep your passion secret from your families because they want to kill each other, then you have to poison yourself, have a big fiery fight in a petrol station (although, now we think about it, we may be mixing up the original text with the Baz Luhrmann film there), and then die tragically. Doesn't exactly fill you with hope, does it?

So Luke Massy and his fiancée Faye have taken another path. Thumbing their nose at Shakespeare's terrible advice, they've instead cemented their union the Plush Automotive way – by tag-teaming reality with a smashing pair of RS Audis which complement one another beautifully. "We both started out in Peugeot 106s, and now we have these," grins Luke. Sounds like a match made in heaven to us.

These twinkle-eyed romantics were both bona fide petrolheads from day one, and that certainly helps things. Faye's path started with her dad buying a brand new Mk1 Audi TT when she was young, which instilled within her an indelible passion for sports cars. She's had 13 cars in 12 years, from that formative 106 up to the Nissan 350Z she had before this RS 3, speaking volumes for her desires. And Luke? Well, as the founder of revered scene superpower Plush Automotive, it's safe to say he knows his way around a fast car.

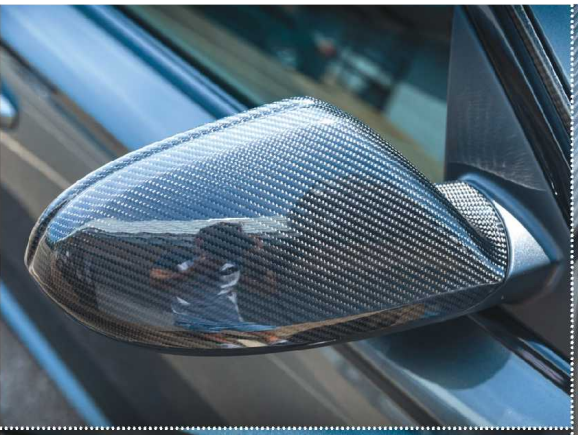
Having worked through several 106s, he moved onto a MINI, a Mk5 Golf, and an Audi RS 4, mirroring motoring trends as a shop window into his exemplary business. And why an RS 6 now? "It had always been a dream of mine to own one," he smiles, which is just about the best reason we can think of to buy a car. "I bought it in October 2015 – although following it up with Faye's RS 3 was pretty unexpected! After selling her 350Z around 18 months ago we started looking for another car for her, but we didn't know what to get. It just so happened that a client was selling a RS 3 we had previously fitted air-ride to. It came at a really good time so we went ahead and bought the car, exactly 12 months after I had purchased mine!"

Naturally when you're in Luke's line of work, a car purchase is never just a car purchase. Sure, he has plans for the thing like any of us would, and hopes and dreams, but it's also necessary to consider the business angle: anyone who sees this car will know it's a Plush build, and thus a quick rims-and-drop job will never be enough. It's got to be unique, and a



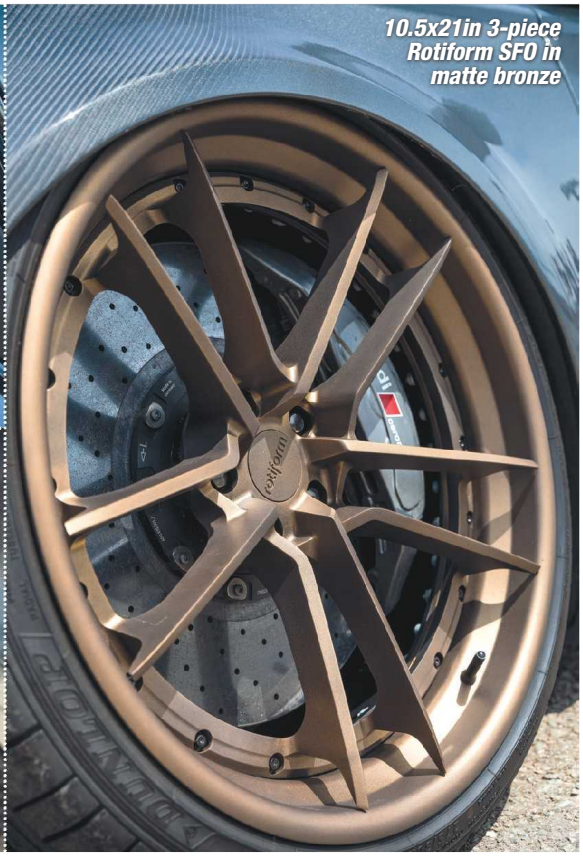
The look of love





You get the impression someone round here likes carbon fibre





10.5x21in 3-piece Rotiform SFO in matte bronze

ABP SUSPENSION

ABP stands for Air By Plush and, as you'd probably guess from that, it's Plush Automotive's own proprietary air-ride brand. "We decided to manufacture our own struts in 2017, using bespoke Bilstein shocks," Luke explains. "We wanted to build a no-compromise air suspension system that outperformed other products on the market, and we developed kits for popular vehicles that other mainstream brands didn't cover – with the promise to always deliver!" You can find out plenty more about ABP at: **www.plushdirect.co.uk** or give 'em a call on: **01455 246156**.

conversation-starter. So you'll be unsurprised to learn that he'd mapped it all out from the start: an RS 6 was specced very precisely from the dealer, in the knowledge that a very specific Audi setup would be required to allow Luke to integrate Plush's own bespoke ABP air-ride into it without affecting the on-board computers.

"This is actually the second RS 6 I bought," he recalls. "The first was supplied by an Audi dealership who assured me of this spec, so I paid for the car, collected it, drove it back to the workshop... and within 10 minutes of owning it and putting it on the ramp, we turned back around and took it back to the dealership! It wasn't the spec I had been told it was."



Milltek turbo-back exhaust system

Fortunately a rather legendary salesman, David at Audi Newcastle, got in touch when Luke sent out the bat signal, and went above and beyond to provide the perfect dealer experience, sourcing exactly the RS 6 spec Luke needed. So we guess the moral is, if you know what you're after, make Audi Newcastle the first guys you call!

"The car was left standard for the journey from Newcastle to Leicester, and the following morning it began its transformation," Luke laughs. "We started with the wheels and air-ride which gave me my modifying fix, but it wasn't long before I was craving something more.

"Having dealt with the guys at RS Carbon and being the UK distributor, I always wanted a carbon-fibre roof like the BMW M models. But Audi wasn't offering this. So discussions started and after many emails and calls they came over to see us. And that's when the trouble started! Many beers and laughs, and by the time they left we had agreed to practically carbon the whole car, as you can see…

"To say I was super-nervous about this was an understatement. But seeing the finished article still blows me away now." The extent of the carbon work really is incredible. We're talking bonnet, roof and rails, tailgate, spoiler, wings, front bumper, rear



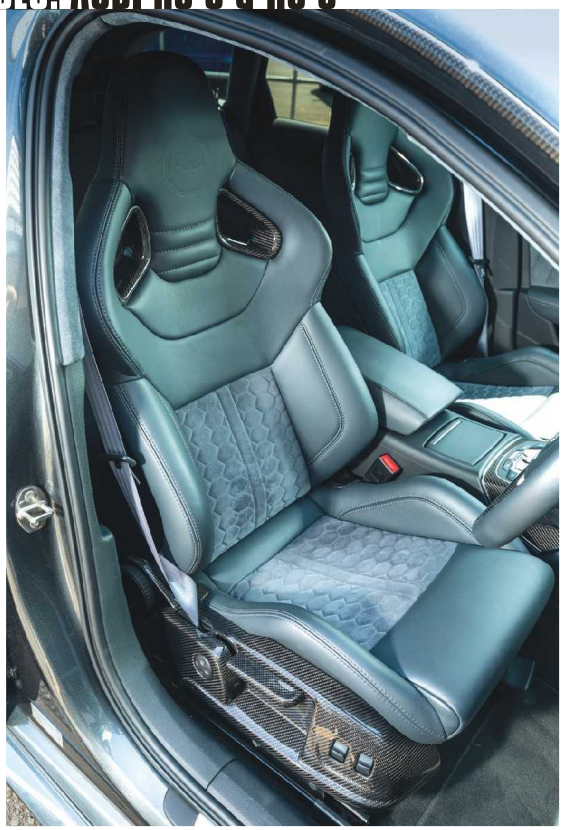




9x19in 3-piece Rotiform HUR-T in matte brushed silver



Very Plush indeed



diffuser, even the Audi rings on the nose – and all panels finished to OEM-quality fit and finish. It's genuinely mind-blowing, and we can't quite get over how awesome it looks up close.

The shell was away in Hungary for three months being carbon-ised, and the Plush lads had stripped out the interior and hung onto it before shipping the RS 6 off so they had plenty to keep them busy. The OEM Hex trim design is now accentuated by fancy nappa leather and Alcantara, and you probably won't be too shocked to learn that there's carbon fibre absolutely everywhere inside too.

"We've hit many hurdles with this car, as no one had done this sort of work to this kind of vehicle before us," says Luke. "But with the team I have around me, this is our normal procedure now at Plush, and we just work through these challenges."

Lurking in the background while Luke unfurls this heroic tale is the Pine Green RS 3, so let's bring it to the fore and give it its time to shine. This car had been ordered new by a Plush customer in Nardo Grey, with white-stitched black leather. A tidy spec, and when it arrived in Faye's possession it was in near enough as-new condition. And of course the team were familiar with the car already, having fitted the air-ride to it.

"It was crying out for more mods," says Luke. "We had Ultimate Dubs 2017 coming up and I wanted to completely transform Faye's car. We did a full retrim in bright orange nappa leather, and put illuminated Plush emblems in the back of the front seats. Along with that we fitted 19-inch three-piece Rotiform YVRs in matte bronze with gloss bronze lips. This completed the look for the show."

But it wasn't finished. Cars like this never are. Indeed Luke's keen to point out that he and Faye are pretty spontaneous when it comes to mods, and the changes come thick and fast!

Later in 2017, the RS 3 received a Milltek exhaust system and a front-mount intercooler from Forge, and in early 2018 the headlining and pillars were retrimmed in Alcantara. It was round about this point that the ABP suspension arrived too, keeping the AccuAir E-Level management from the previous install but upgrading to Plush's own bespoke struts.

By this time, Ultimate Dubs was coming around again, and Luke had a sudden last-minute desire to totally shake the RS 3 up. "I thought it'd be a great idea to get it wrapped in vinyl for the show, to give it a fresh look for our new stand promoting ABP suspension," he says.

"I contacted Jon at Vinyl Image after hearing great things from a friend about the quality of his work. I told him about my crazy last-minute idea, and he was honest with me and said it'd be tight as we only had a week to get it completed but he was up for the challenge! He completed the 3M matte metallic Pine Green wrap in just a week, including all door inserts and everything, and the craftsmanship even under pressure is mind-blowing."

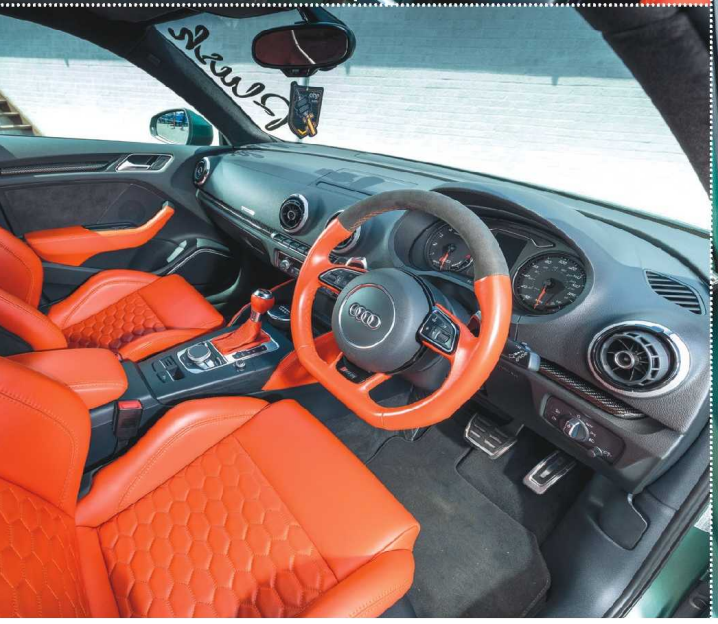














Audi sport seats and a full retrim in orange nappa leather





Playing kiss chase

Before rolling into the show, a set of 19-inch Rotiform BUCs were bolted on. The RS 3 was now rocking to the strains of 450bhp thanks to a Revo remap, aggressively made-over and hot to trot. The wheel geeks will spot that the BUCs have gone now, though – they were replaced by a set of 20-inch Audi A6 wheels, before again making way for the 19-inch Rotiform HUR-T design you see here. Because if modding's your business, you can't afford to sit still.

"It's a bit of a headturner," says Luke, in masterful understatement. "We call it 'the workhorse' as Faye uses the RS 3 for commuting to work and everything. Even when it was Nardo Grey it got a lot of attention, but since all the mods it's gone crazy. Faye's always getting people asking if they can take photos!"

And the RS 6? "Yeah, that gets a bit of attention too," he smirks. "It has so much road presence, and that's one of the reasons I really wanted one. You can't go anywhere without people looking at it, and I always get tagged in photos on the motorway, that's when it really stands out."

The cars are the stars. But it's the passion of the Plush team that really pushes them over the edge, mirrored by the shared passions of Luke and Faye. See, you don't need balcony soliloquies or self-administered potions in the family crypt. Common interests. That's the key to happiness. And if those interests involve mould-breaking cars with scene-shattering mods, you all know where to find us.



Carbon boot hinges! Now that's attention to detail



TECH SPEC: AUDI RS 6

STYLING
RS Carbon bonnet, roof, roof rails, bootlid (with paint fade), spoiler, wings (with paint fade), front bumper and rear diffuser; rear wiper delete.

TUNING:
4.0-litre twin-turbo TFSI V8; MTM tuning box (700bhp); Capristo cat-back exhaust system with carbon tips.

CHASSIS
10.5x21in 3-piece Rotiform SFO in matte bronze; 265/30 Dunlop tyres; 410mm ceramic brake upgrade; OEM/ABP suspension integration with AccuAir E-Level management.

INTERIOR
Audi sport seats in grey nappa leather and Alcantara with OEM Hex design; carbon dash, seat backs, grab handles, boot hinges, carbon and leather steering wheel with shift light integration; Alcantara headlining and pillars.

THANKS
Thanks to my lads, Mikey, Mitch and Scott – the team at Plush Automotive for putting up with my ideas and helping make them a reality; Reno at AccuAir, Jason and Brian at Rotiform; Luis at Bilstein; Phil the engineer; Jon at Vinyl Image; Revo; and Milltek.

TECH SPEC: AUDI RS 3

STYLING
Matte metallic Pine Green 3M wrap; rear wiper delete.

TUNING
2.5-litre turbo TFSI 5-cylinder; Forge front-mount intercooler; Milltek turbo-back exhaust system; Revo intake and remap (450bhp).

CHASSIS
9x19in 3-piece Rotiform HUR-T in matte brushed silver; 215/35 Hankook tyres; ABP Struts and bags; AccuAir E-Level management.

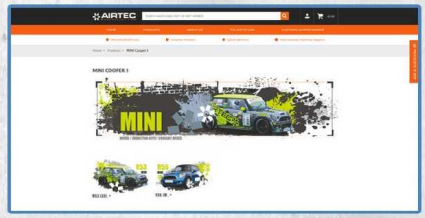
INTERIOR
Audi sport seats; full retrim in orange nappa leather and CNC Hex design; charcoal Alcantara headlining; illuminated Plush emblems in seat backs.



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WORDS & PHOTOS: Slim Jules



Players Classic 2018

TWO DAYS INSTEAD OF ONE MEANS TWICE THE SUN AND DOUBLE THE FUN

That's right people. In 2018 Players Classic went from a one-day event into a full on show weekender. A lot of people questioned that decision but they're not questioning it any more. It was absolutely the right thing to do.

It might not be the biggest show on the calendar but it's without doubt one of the best. In fact, it is the best. There, we said it. But what makes it so good? Well it's a mixture of things, from the entry wristbands to the venue. There's something about Goodwood that sets off great vibes: the place is nice, there are trees and grass, it's clean and perfectly kept, it has heritage. It just makes you feel good.

Then there are the cars. Every show these days proclaims variety but Players were the pioneers of this philosophy and they deliver it way better than anyone else. They bring all the subcultures of the aftermarket scene together, and the examples on show are normally at the top of their respective games – it really is a spectacle not to be missed.

What else? Well, the weather helps and it was a scorcher all weekend. And then there's the vibe that all these aspects give off, which is the epitome of the awards ceremony, chilled and relaxed but with a respectful appreciative undertone. If you win at Players, you're winning at what you do. A Players Trophy isn't just epic in it's physical form, it has meaning and prestige. It's the one everyone wants.

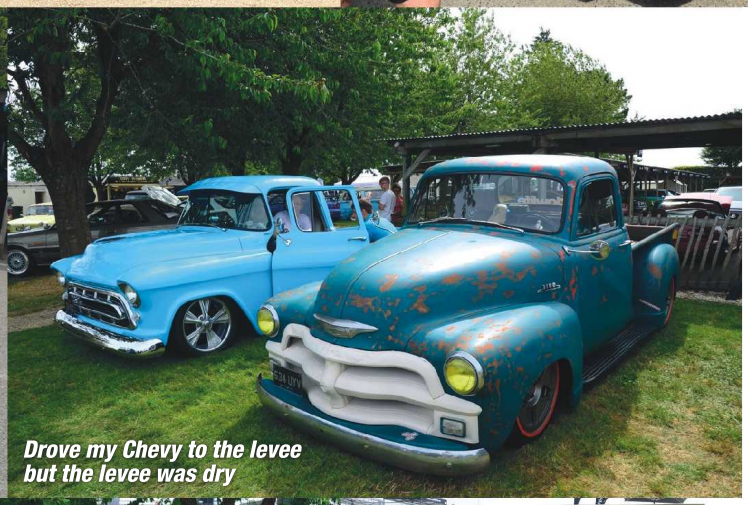
All these aspects are what make this show so great. So our hats go off to the organisers, well done chaps! I guess we'll see you at North Weald in a couple of months. Here are some of our highlights…











Drove my Chevy to the levee but the levee was dry



You know when you've been Tango'd







Weekender

The Saturday pretty much followed the same format as the original shows, with great track action on the circuit and stunning cars on the infield and outfield areas. And with the prize giving taking place at around 3pm. On the Sunday the track was closed off to house another 600 show cars that were parked up either side of the entire pit straight and beyond. Then round two of the awards were delivered at the same time, before the show slowly closed down.





Carbon widebody 911 wasn't shy









Craig Searle's Ford Popular

This is one of our favourite cars of the whole show and the Players crew agreed as it took home a trophy. This isn't your usual Ford Popular 100E: this one would have your granddad choking on his dentures.

Under the bonnet lays a heavily breathed on SOHC Ford Pinto boasting a considerably large top-mounted turbocharger. The inside was similarly impressive and the outside just as flawless. Not to mention that side-exit exhaust system!



This Ford 100E certainly proved popular





Lovely E24 6 Series



Glenda's favourite

With all the amazing cars on display, it was this gorgeous Ford Fiesta RS Turbo that stole our Social Media guru's heart. It belongs to Adam Pope and is more '90s than tie-dye T-shirts and the Spice Girls. It's been featured twice in our sister magazine Fast Ford, and we're tempted to feature it too. A proper throwback to the good old days.





Well, you don't see a Citroën DS parked up next to a Honda NSX very often











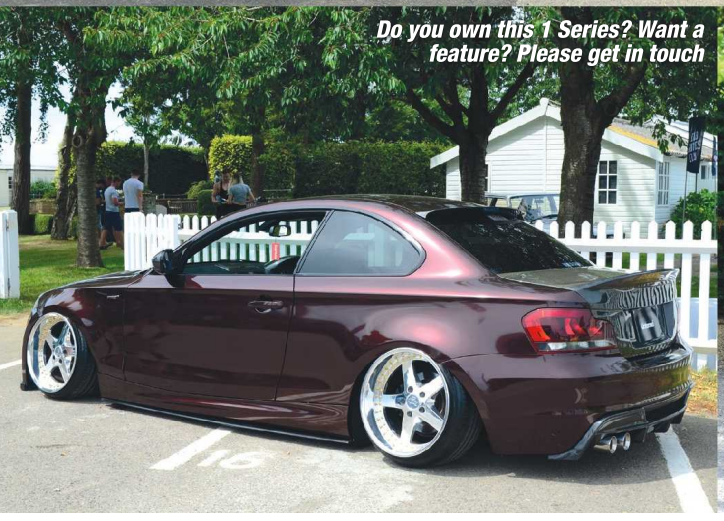
Belgian cars

A Ferrari isn't from Belgium, I hear you cry, and you're right. But we're not wrong. This Ferrari 308 GTB belongs to Andy Neirinck of Kean Suspensions in Belgium and it made the trip across Europe with the carbon covered Rocket Bunny M3. Both of these cars drew massive crowds over the weekend and it's not hard to see why! And the good news is: you'll be seeing a lot more of them as we will be bringing you full features on both cars very soon.









Do you own this 1 Series? Want a feature? Please get in touch



It wasn't just about stunning Euro motors. This S2000 was an absolute peach



Esquiss me?

Who remembers this stunner from way back when? We do, because it was on the cover of our arch rival's magazine and we wanted it on ours! Still, time is a great healer and we've forgiven the long time owner Keith Watkins. Keith decided it was time to bring it back out after an almost 10-year absence from the show scene and its stunning finish is a testament to the quality of the build. The d:class interior is as fresh today as it was a decade ago, and that Esquiss wide-arch kit has come full circle.









Audi's baby hatch is getting popular…





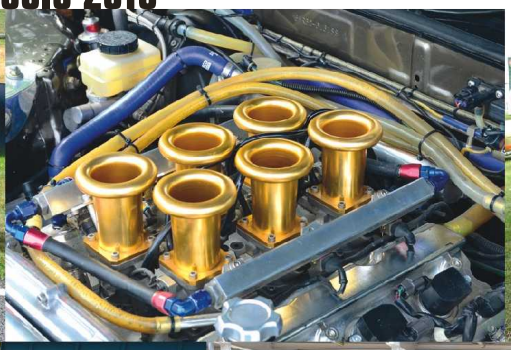
… told ya!

Return of the Mac

We first clapped eyes on Christian Ammer's Porsche 964 at Wörthersee in 2017 and since then it's been doing the rounds all across Europe and its latest destination was Players. This thing was without doubt one of the star attractions running AccuAir suspension, Messer ME15-3s, RWB styling and, of course, that iconic Apple livery.









Just a R32 GT-R with a VQ35 engine transplant



We like Mark Loony's new toy



Andrew Britton's Liberty Walk M4 has had a makeover since our cover shoot

Copper load of that

How god damn sexy does this bagged RX-7 look? Very, very sexy! It's owned by Jordan Saunders, who went the extra mile by getting his SSR SP1s copper platted. The judges agreed with us, awarding it a Top 10 trophy. We have personal experience of trying to get wheels copper platted and we can tell you it's no mean feat. So hats off to Jordan for getting the job done. We'll be featuring this one as soon as Jordan has replaced the diff he blew up doing a burnout!







Haps off to you

This was another one of our favourites and is owned by Haps Gill, who is no stranger to building show-winning VWs. This one is no different, with the pinnacle modification being that racing yellow interior. This beast isn't all about show though, as there's plenty of go under the bonnet that transfers Stage 2 power to the CCW LM5T wheels.



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Words Sam Preston Photography Dan Pullen



Passing the Torch

Feeling like he'd hit a wall with his Civic Type R project, it wasn't until Chris Coulton's nephew Connor jumped on board that the pair really began to make some serious progress...


sparco
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TYPE R

RBC inlet manifold and lashings of wrinkle-effect black paint

Is it just us here at FC towers, or do all the important, successful people seem to be getting younger and younger these days? From Olympic athletes to chart-topping singers, it appears the world is now dominated by people roughly half the average age of that in our office (and we're pretty certain it's got nothing to do with us lot getting older).

Chris, the owner of this tidy Type R here, is one guy who's experienced just how talented the latest generation is. After suffering from the car variant of writer's block when modifying this silver hatch, he benefited from a fresh pair of eyes to kick-start the project once more, in the form of his talented nephew, Connor. And by working as a team, they've really managed to get somewhere pretty special.



9x17-inch Japan Racing JR7 alloys

Focusing on a handful of heavily modified, boosted Jap cars such as a Pulsar GTI-R and an RX-7 a few years back, Chris eventually snapped up this then-standard EP3 back in 2008 to serve him as a slightly more sensible yet still fun daily run-around. "Unlike my previous cars, the plan with this one really was just to leave it alone!" he recalls.

You probably won't be all that surprised to hear that less than a week later, this celebrated little hatch was proudly sporting a new set of wheels, springs and an exhaust system as Chris caved into the allure of endless parts that're available for this popular car. Over the course of the next few years, more impressive-yet-sensible bits found their way onto the Civic. It became faster and much more appealing to look at, while never becoming too extreme to stop using comfortably on a daily basis, like some of his previous builds had managed.

"I ended up losing interest in cars for a bit, to be honest," Chris remembers, as the mods soon dried up and interest in his trusty Honda began to dwindle. "I decided to keep it though and use it as a fairly fun daily like I'd always planned." With passion for modifying his car at an all-time low, he'd clearly need a miracle if he was ever going to rekindle the love between himself and his VTEC-powered companion. And luckily, that's exactly what he got…

"It was when my nephew Connor got to an age where he became interested in cars, and kind of took over the project for me by doing what he wanted, that things began moving again," Chris smiles, happy to have his teenage sidekick on board to bring an entirely



"VTEC comes in at 3,800rpm and it redlines at 8,900rpm. But mid-range is where the car is really transformed"

CORNERING CONFIDENTLY

Featuring a killer static drop, Chris and Connor's Civic is now sitting on nine-inch-wide Japan Racing alloys, as spotless as the rest of the build. Housing a big brake kit converted from a RenaultSport Megane, the chassis also features a comprehensive polybush kit, beefy anti-roll bars and plenty of strut braces to make the ride as planted as a sleeping stingray in the handling department.





new perspective to the build. One of the first things on Connor's long to-do list was to strip the interior and add a roll cage. Not wanting to leave any rough edges, some of the trim remained while the floor itself was painted satin black. The Safety Devices cage wasn't left untouched, either. It was sprayed up in that stunning teal colour that matched one of Connor's Nike trainer boxes and offering a huge contrast to the silver bodywork in the process.

A metal polisher by trade, Chris had gradually filled up the car's bay with plenty of shiny additions over the years. "The maintenance to keep it looking its best was too much even for me, though," he admits, with the solution coming in the form of colour-matching parts like the cam cover in the same teal hue as the aforementioned cage, creating a contrasting theme throughout the ride.

To top off the racier innards, Connor's clear visions next got him looking at some fixed-back bucket seats to keep both himself and Chris in place during their rolling adventures. Eventually settling on some super-supportive Sparcos that matched Chris' budget, as well as touches like a Personal steering wheel and an Alcantara gear gaiter, and years were successfully knocked off this hatch's aesthetic for the better.



To top things off (for now, at least), some focus was sent towards that K20 motor under the bonnet. Biting the bullet and deciding to do things properly, a Hondata ECU was snapped up, with Chris also purchasing an RBC inlet manifold that was adapted to fit at work. "Connor decided it should be black, so I did everything under the bonnet I could in wrinkle-effect black paint," Chris adds, showing us another touch that Connor's vision has helped to make look nothing short of awesome.

It was then off to Rob at TI Motorsport – one of the few people to tinker with the car aside from Chris and Connor – who had soon mapped a healthy 235bhp and 162lb/ft of torque out of the 2.0-litre lump.

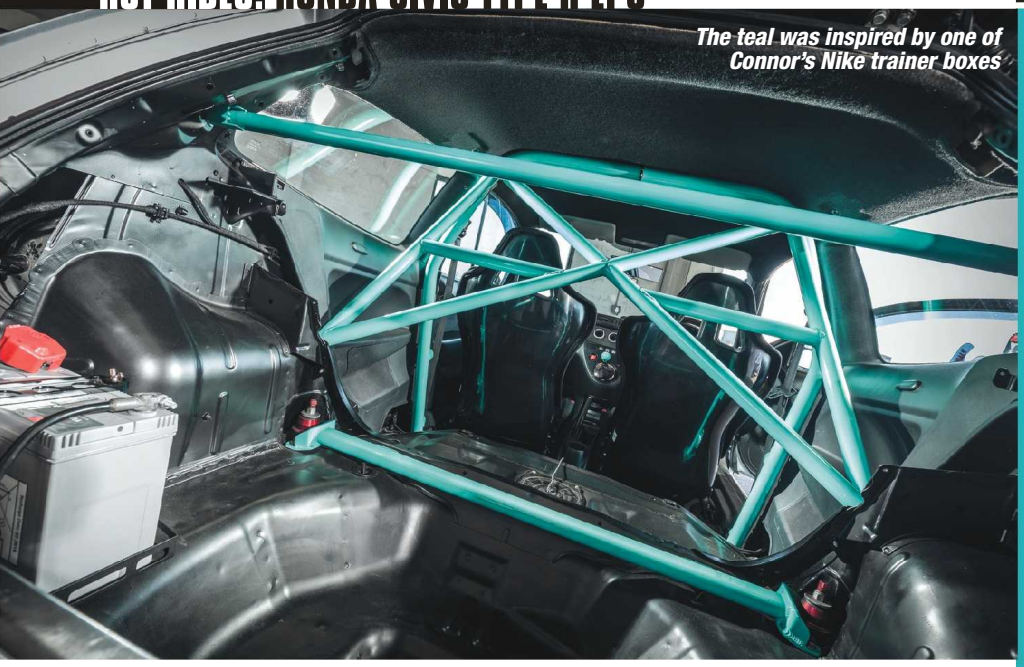
"It drives totally differently now; VTEC comes in at 3,800rpm and it redlines at 8,900rpm! But mid-range is where the car is really transformed. I was never looking for huge power figures, just more driveability, and that's what I've got now," Chris grins, clearly owning a car that now goes just as well as it looks.

To bolster the electrifying ride, there's an unsilenced HKS exhaust system complete with a Tegiwa manifold that unleashes plenty of howl, while the ride has been firmed up with some MeisterR coilovers and tonnes of bracing and camber arms for the perfect stance.


TYPE R







The teal was inspired by one of Connor's Nike trainer boxes

That silver exterior has since been treated to plenty of additional goodies to help signify this special beast from the rest. You'll probably have noticed the sea of genuine carbon fibre panels that contrast the bright bodywork, for example, as well as those Japan Racing alloys that house a huge Brembo brake kit on the front two corners, all helping the overall product to look nothing short of delicious.

If you catch Chris and Connor now at one of the many events they attend together in their stunning pride and joy here, you'll probably see rather large grins on their faces as they enjoy this Civic in the most awesome form it's ever been in.

By feeding off each other's passions and keeping the dream alive as a team, it just goes to show how much you can learn and benefit from those around you…

TECH SPEC: CIVIC TYPE R

STYLING
Carbon fire Airwalker front splitter; carbon fibre Mugen-rep radiator duct; BYC rear bumper air release diffuser; custom side skirt extensions; Tegiwa OEM-shape carbon fibre bonnet; carbon fibre boot lid; carbon fibre Mugen-rep rear spoiler on custom tilt bracket with polished Downstar hardware; carbon fibre fuel cap; BLOX mini aerial; orange side repeaters; rear wiper delete.

TUNING
2.0-litre K20A2 i-VTEC DOHC engine; K-Tuned custom induction kit with pipe and 3in filter; RBC inlet manifold with thermal gasket and relocated brake booster; Tegiwa throttle body adapter; K-Tuned MAF plug; K-Tuned fuel rail with pressure gauge; Tegiwa 4-2-1 exhaust manifold; stainless steel unsilenced exhaust system with HKS back box; K-Tuned coupling hoses; Downstar rocker cover spikes; 6two1 oil cap; flush-fit dipstick and spark plug cover; BuddyClub radiator cap; Hondata KPro V4 ECU.

TRANSMISSION
Six-speed manual gearbox; Revo Technica short shift kit; Tegiwa solid shifter bushes; Acuity stiffer select springs; HEL Performance braided clutch line.

CHASSIS
9x17in Japan Racing JR7 alloy wheels; 15mm hubcentric spacers all-round; 215/40x17 Nankang NS2 tyres; MeisterR adjustable coilovers; Powerflex camber bolts; rear camber arms; Energy Suspension polybush kit including engine mount inserts; Powerflex gearbox mount insert; Skunk2 lower control arms; Comptech tie bar with 24mm anti-roll bar; JDM EP3 front anti-roll bar; Tegiwa front strut brace; Carbing rear strut brace; custom C-pillar brace; K-System Brembo four-pot front brake conversion with 324mm discs and Brembo pads; OEM rear brakes.

INTERIOR
Stripped rear sprayed satin black; Safety Devices half roll cage; black headlining; Sparco Grid II fixed-back bucket seats; M2 Motorsport super-low seat rails; Persona Neo Grinta Alcantara 350mm steering wheel with snap-off boss; Alcantara gear gaiter; weighted gearknob; Broadway rear-view mirror; carbon fibre-dipped trim pieces.

THANKS
My nephew, Connor Driscoll; Rob at TI Motorsport; Demon Car Clinic; Carl Blakely AKA the Mirror Finisher; Chris Tite.



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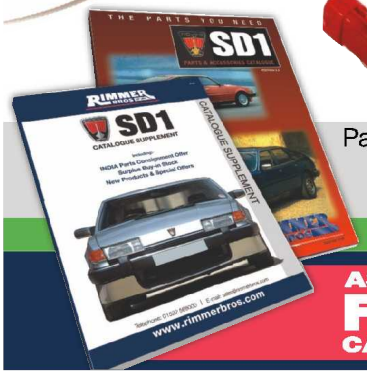
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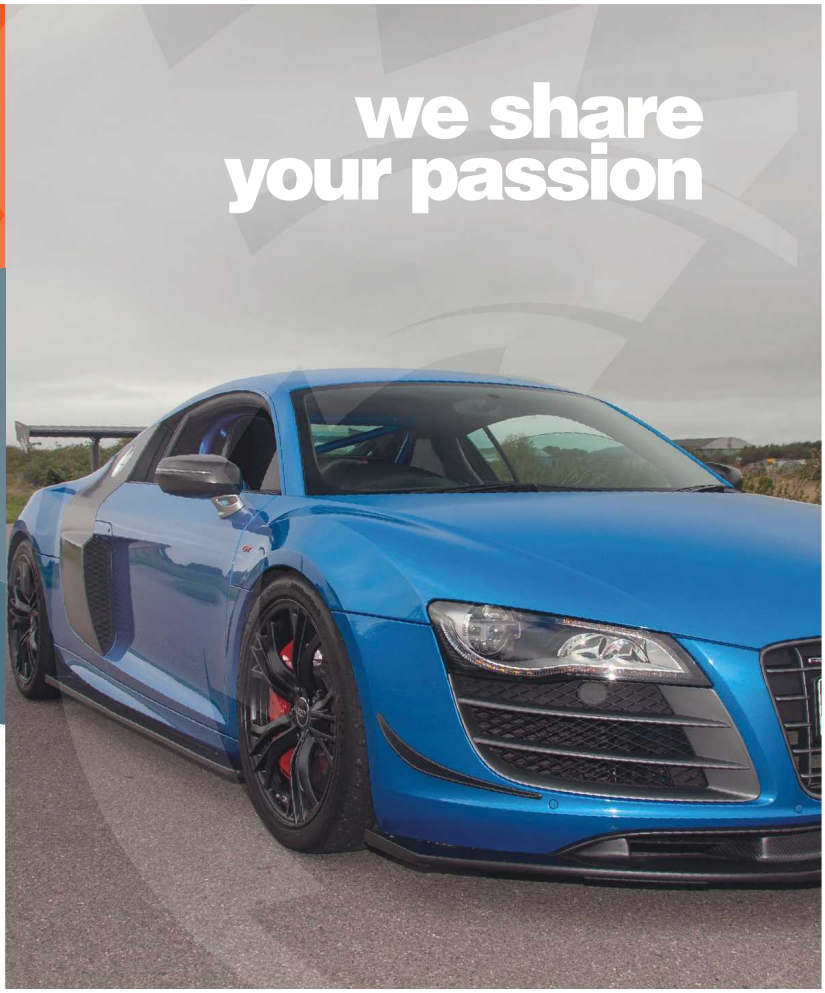
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TOP 10 VIP PROJECT CARS

Of all the niche and not-so-niche trends on the global tuning scene, there's none more gangsta than the VIP look. We're talking massive luxury saloons, panscraping stance, blingin' rims, eyewatering camber… (although there is actually a bit more to it than that).

Known domestically as 'bippu' (Japanese for 'very important person'), VIP-style originated with the Yakuza. The bosses of organised crime syndicates wanted big flashy cars, but knew rival gangs and the police would be immediately suspicious to see them in European luxury cruisers.

So instead of rolling in top-flight Beemers, Mercs or Rollers, they set about up-speccing JDM cars like the Toyota Crown and the Nissan Gloria.

As the scene evolved, today's bippu cars are characterised by high-end wheels with loads of dish, very low ride height, huge negative camber, aggressive skirts and lips, and very glossy paint – usually in a subtle black, white or silver.

VIP, then, is a style. This means that, while it's logically and usually applied to big-ass luxury cars, it's a set of values that can be affixed to any car you like. There are oodles of Kei VIP builds on the scene, and VIP minivans – you name it, it's out there. So if you fancy rocking the scary, moody VIP style but you've got a Corsa parked on the drive (or you feel like giving your grandad's Previa a bit of a makeover), there's nothing stopping you.

However, if you want to go traditional bippu – and let's face it, why the hell wouldn't you want to? – we've pulled together our top 10 base cars for a boss-level VIP project…

Toyota Crown Athlete

The Crown's been on the VIP scene since its inception. Hardly surprising really, as the first-generation Crown came out in 1955, so the model's as deeply interwoven into Japanese culture as rice wine and clichés about karaoke.

This iconic model is now running in its 15th generation and is showing no signs of slowing down, and the one we reckon would best suit your needs for a VIP project is the 11th-gen Crown S170, built from 1999-2003.

Why this one in particular? Well, it's the one Toyota decided to fit with the 1JZ-GTE engine – the turbocharged 2.5-litre straight-six with BEAMS tech. The one you want is the 'Athlete V' spec. You'll have to put up with an automatic gearbox, but you'll also have close to 300bhp. Brilliantly, they came with optional factory air-ride, which can presumably be fiddled with to dump the thing on the ground. (Or just rip it out and slam it on coils!) Rear sunshades and rear-mounted climate and audio controls were optional, so you're already halfway to being a Yakuza boss.

How much? £5,000



Lexus GS300



Remember what Alan Partridge said about Lexus? "It's the Japanese Mercedes." Well, it can't possibly get any more bippu-style than that, can it? Lexus is the very definition of what VIP cars are about.

It may seem more logical for us to talk about the flagship LS models, but we reckon the GS is a better shout for a UK VIP project. The LS is pretty polarised between knackered older ones and very pricey newer ones, but in the middle ground you'll find oodles of GS300s, and they're by no means a poor relation. The second-gen GS (1997-2005) was available with the 2JZ-GTE motor, so you get hilarious amounts of power to go with your plush, opulent seats and shiny walnut burr trim. Oh, and if you can track down the obscure-but-interesting GS400, you get a 4.0-litre V8 – or a 4.3-litre in the later GS430. These slab-sided brutes look outstanding sitting super-low over posh rims.

How much? £3,000



BMW 760Li

If there's one thing mob bosses really love, it's having absolutely buttloads of legroom. Being able to put your feet up at full stretch, possibly using a bound and gagged business rival as a bloodied footstool, is an essential part of the lifestyle as your henchmen whisk you under the city streetlights. So what you really need is something impressively long – say, a long-wheelbase 7 Series.

OK, European cars aren't in-keeping with traditional bippu culture, but the world's moved on. And when you clock the depreciation figures of these brutes, they'll really start to make sense to you as a used purchase. Just take a look at the E66 (2001-08) 760Li. This mile-long goliath packs a creamy-smooth 6.0-litre V12, giving you 439bhp to outrun the fuzz – and imagine what that'd sound like on open pipes! The optional soft-close doors offer proper Rolls-Royce levels of VIP swank too.

How much? £6,500

Nissan President

A very important part of Japanese tuning culture is to do things which outrageously and unashamedly take the piss. The Bösözoku are a keen example of this, waving two fingers at every global scene and just doing whatever the hell they want. And look at all the street-racers strapping turbos to their Civics as if to say 'Yeah, the VTEC's great, but you haven't tried hard enough, Honda'. And so it is with the Nissan President. Turning one of these into a VIP project is the same as running up to a government official and planting your boot in his plums.

The Nissan President was a car aimed at ministers, royals and other posh types, and the third-generation (PGF50) car is the one you want. Sold from 2001-2010, it had a 4.5-litre V8 and, if you opt for the four-seat rather than the five-seat version, you'll find acres of fanciness: advanced Bose audio, a central armrest that controls all sorts of devices, and a 'relaxing seat' – which means that the front passenger seat can be slid all the way up to the dash, so the plutocrat behind can relaaaax. Aaaaaaaaaaah.

How much? £9,000



Mercedes-Benz S600



There are no cars in the world more advanced than the Mercedes-Benz S Class. That's just a solid-gold fact. Sure, there are more expensive cars, and faster cars, and cleverer cars, but the S Class has always been the model that pioneers new technology before any other manufacturer in the world has a chance to catch up. Since 1972, the S Class has been revealing world-firsts, from padded steering wheels to airbags, LED lights to Magic Body Control.

Much like the BMW 760Li, the S Class depreciates like a stone through a wet paper bag. Our hot tip is the W220, the one sold from 1998-2005. It came with a baffling range of engines – 14 different ones! – so you might as well just say sod it and go for the S600, because that's got a 5.5-litre twin-turbo V12, and life's too short to be sensible. Get the rims, get the camber, get the pipes, and throw dollar bills at the peasants as you rumble by.

How much? £5,500



Volkswagen Phaeton

VIP ain't just for high rollers. The very essence of bling is to create the appearance of wealth. If it's all an illusion, who cares? The impact is exactly the same. So there's nothing wrong with mapping out your project budget and diverting almost all of it to the wheels and the suspension, and leaving next to nothing with which to buy the car.

Will this work? Of course it will. Because the Volkswagen Phaeton exists, and the Phaeton is a very stupid car indeed.

All right, no, it's not the car that's stupid. It's Volkswagen. Because they thought people would be prepared to pay massive amounts of money for a luxury saloon, and the sort of people who'd be happy to pay those prices took one look at it and said "Er, no thanks, it looks like a big Passat".

Their loss is your gain. You can get a Phaeton for under three grand now, which isn't bad for a car based on the Bentley Continental floorpan which was designed under a brief to be driven all day at 186mph, in 50-degree heat, in total comfort. Budget gangsta? Hell yeah, we've got time for that.

How much? £3,000

Rover 75

OK, don't laugh. Before the British motor industry collapsed like a soufflé in a warm cupboard, Rover used to fly the flag for everyman luxury cars in the UK. The top-spec models were opulently appointed and luxurious-ish (well, compared to their rivals from Ford and Vauxhall anyway), and even the lesser ones had the option of fake plastic walnut trim.

If you can find one, the perfect donor for a VIP project would be the long wheelbase version, although we've checked with the DVLA and there's actually only four of them left in the country, so that might not work. What we'd recommend is the post-2004 facelift V6 Connoisseur SE. This has a 2.5-litre V6 (don't be fooled by the earlier V6, that's only a 2.0) which sounds frickin' awesome on straight-through exhausts, and the top-level spec includes electric leather seats, eight-speaker Alpine audio, electric sunblinds, chrome wing mirrors – you're on the way to bippu before you've even chopped the coils! And you can buy a really decent one for well under two grand leaving you bundles of cash to spend with www.rimmerbros.com.

How much? £2,000



Rolls-Royce Silver Shadow



We have to start with a disclaimer: please don't blame us if you buy a Silver Shadow, it breaks and then you have to sell your house and kids to fix it. That… that might happen. But what a way to go, huh?

It just makes sense to include this in our top 10 – after all, cars don't get any more luxurious than a Rolls-Royce, and the Silver Shadow is the classic Roller shape. And while traditionalbippu may insist VIP builds be JDM, we don't see anything wrong with slamming a Shadow. It's got the perfect proportions and dimensions for a VIP build, as well as a sodding great motor (which would sound like a race car if you ran it unsilenced), plushness for days inside, and it's a goddamn Rolls-Royce. And that factory hydropneumatic suspension is so complicated, frankly it's the right thing to do to just tear it all out and fit ultra-low coilovers or a proper air-ride system.

We were going to put a Jaguar XJ6 on this list, but the Silver Shadow didn't like that idea and we had to do what it said.

How much? £12,000



Hyundai XG30

If you're dead set on an Asian car for your VIP build, you don't have to confine yourself to Japanese rides. How about South Korea? There are plenty of options there too!

Our pick of the bunch is the Hyundai XG30 (which you may also find badged as the XG300, or the Grandeur). Built from 1999-2005, you'll be guaranteed exclusivity on the UK-VIP scene as there are fewer than a hundred of these on the road here. But you'll pick it up cheap, and you'll get a 3.0-litre V6, heated memory seats, electric moonroof, electrochromic rear-view mirror with built-in garage opener, and all sorts of other Yakuza crap.

This is the first time the XG30 has been mentioned in Fast Car, and we've only ever seen one modified (yes, in the VIP style, with three-spoke Freelander wheels), so now's your chance to build something unique. Go!

How much? £2,000

Nissan Gloria

If you ask a bippu connoisseur what the ideal car is for a VIP project, there's a pretty decent chance they'll suggest the Nissan Gloria. It's a scene icon. But which one should you choose? It was in production from 1959-2004, spanning 11 generations and the answer is that they're all good. But we'd fancy the penultimate one, the Y33.

That's available with the revered RB25DET engine (coupled with AWD and ATTESA E-TS, like a stealthy Skyline GT-R!). It could also be had with the VQ30DET if you fancied getting similar power from a V6 instead of a straight-six. It's not clear why they did this, but let's not question it. Whichever way you go, you'll be getting the archetypal VIP shape: a three-box saloon that looks like those generic unbranded cars in early Grand Theft Auto, which will give you maximum scene points and knowing nods from Japanese gangstas. Sick transit, Gloria!

(At time of writing, we can't find any for sale in the UK, so you'll have to import one yourself – which'll just make your project cooler.)

How much? £5,000+



VIP essentials, and where to get them

The basic ingredients for a VIP build are: high-end wheels with aggressive fitment, super-low ride height, imposing body upgrades (ie. wide skirts or widened wings – but not ostentatious bösö-style spoilers and so on; you want to accentuate the car's existing lines), extreme camber and loud pipes.

So where do you get all this stuff? Well, for wheels, you could talk to WORK, VIP Modular, Leon Hardiritt or SSR. Suspension? Coils may not get you as low as VIP demands, so talk to Air Lift Performance about bagging the thing, and prepare yourself for some serious chassis notching while you're at it. Wing-widening? The UK is full of custom bodyshops eager to tackle this sort of caper – South Coast Workshop, DC Customs, Fully Loaded Cars, all sorts. Powerflow can put together those noisy straight-through exhausts for you. Driftworks can sort you out with camber arms and chassis/suspension upgrades, although you'll need some fabrication work to get the angles to those eye-popping extremes!

The essential flourish is the interior. After all, VIP needs to really mean VIP, so you'll need an opulent retrim and a high-spec multimedia audio install. Plush Automotive are the guys to talk to about this – they know a thing or two about plushness, that's why they're called that.

Finally, and perhaps most importantly, the car needs to be ridiculously clean. Like, never-seen-rain, never-been-outside clean. Meguiar's can hook you up with all the products you need.

You'll have to set aside some time. There are no half-measures with VIP!









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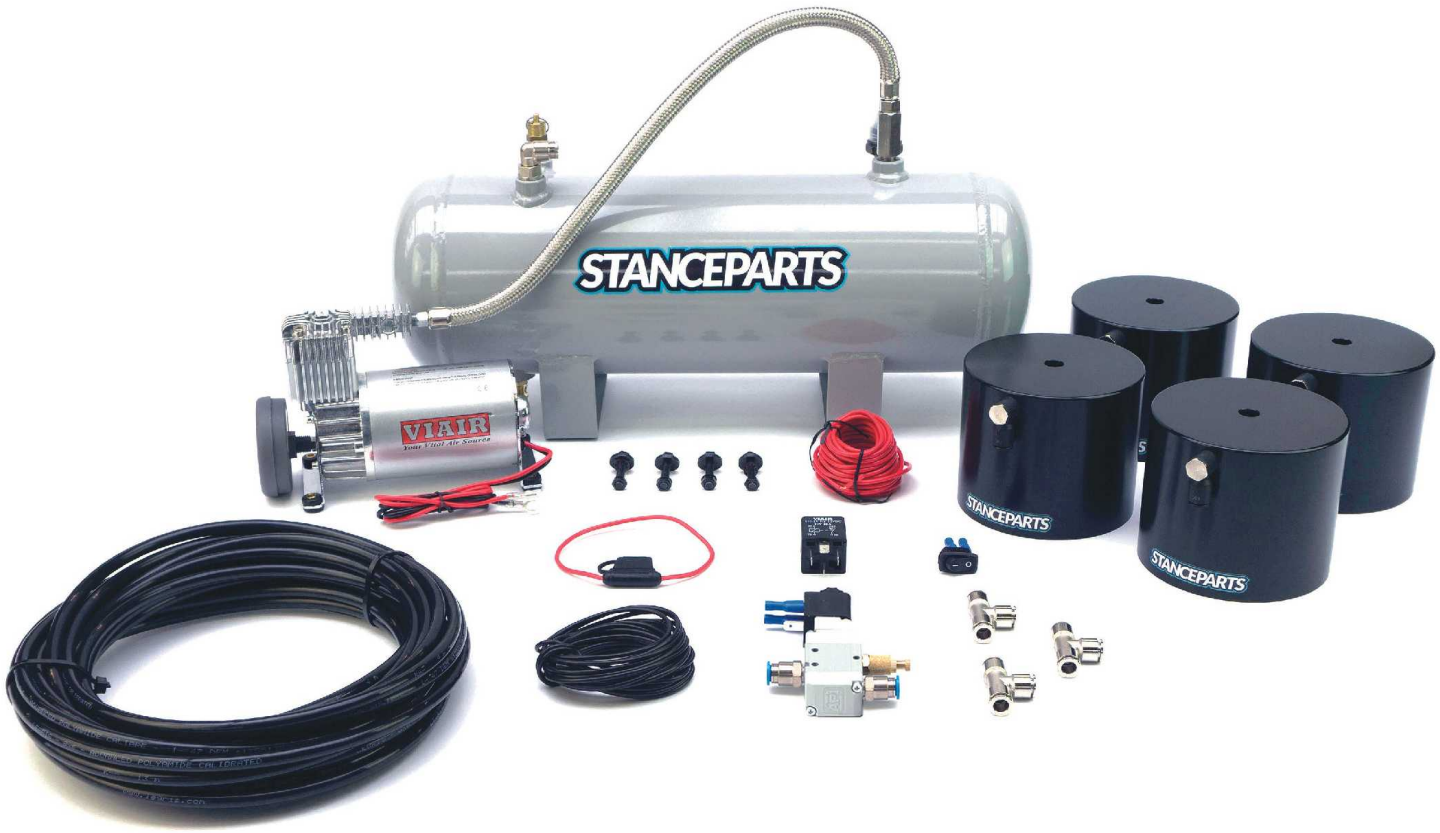
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STANCEPARTS LIFT SYSTEMS

Here's a fantastical idea from the rather innovative bods at Stanceparts. This new Air Cup Lift System is designed for all you guys who like to run a super-scraping static drop… but wouldn't mind getting over the odd speed bump from time to time too.

It's like air ride, only it's not air ride. Get it? (Not really, no – Initial G). In fact, it's kind of the complete opposite because with this particular system you don't drive your car with it jacked up all the time. Instead, the air cups fit to your coilovers, so you get all the hardcore performance benefits that come with those (making these ideal for both track cars and hard-used daily drivers). But, should you ever need it, you can choose to raise your car by an extra 50mm, all at the touch of a button.

It's not unlike the 'nose-lift' systems that are used on many modern supercars, only with a Stanceparts setup you can choose to lift all four corners, not just the front two. Genius or what?

Anyway, full kits start at around 600-quid all-in, and include the special cups, air tank, compressor and everything else you need to get going. Actually, come to think of it, that makes it significantly cheaper than air ride too.

Best of all, they reckon their universal cups will mate to over 90-percent of the coilovers on the market. So, as long as you check with them first, you shouldn't have any problem bolting them onto your static-slammed pride and joy. Lovely!

www.stanceparts.com

TOP TUNING GEAR



REVO RV019 WHEELS, £1199 (SET)

UK tuning god Revo has just launched this new 19-incher and, apart from being a stunner right out of the box, it's interesting to see the unusual approach to wheel design taken by a firm more renowned for its uber-quality performance parts and software upgrades.

Although these motorsport-style RV019s look damn slick, and are available in four tasty finishes, it's pretty clear they're mostly about enhancing the performance of the cars they know best.

You see, instead of taking the more typical route of designing wheels in multiple diameters and widths, and specing them to fit the maximum number of motors possible, Revo has been far more focused by sticking to a single performance-orientated 8.5x19-inch size, and only making it available for late model VAG cars, along with one or two performance Fords. In other words, all-business hoops for the cars that can make the most of Revo's world-class expertise.

Manufactured here in the UK by Motorsport specialist Rimstock, these are also produced using a special low-pressure casting process, making them some of the lightest cast wheels on the market. And they're designed to fit perfectly over the rather epic Revo monster brake kits too (can you see what they did there?), so you might as well bolt on one of those while you're at it. Hard as you like.

www.onlyrevo.com

Size: 8.5x19
PCD: 5x112, 5x108
Offset: ET45
Finishes: High Gloss Black, High Gloss Silver, Matte Anthracite, Gloss Antracite, Matte Bronze



CARSPÜNK DETAILING GEAR, FROM £4

And the prize for the finest name in the history of detailing gear goes to… yep, you did read the label correctly! This new brand on the scene is called Carspünk. It's got an umlaut and everything.

The name is a bit of fun: a tongue-in-cheek gimmick designed to grab your attention (which it does). But before we start making gags about it being the best for buffing your Wankel and the like, it's worth knowing that it's damn good stuff. In fact, everything we've tried so far performs exceptionally well.

Offering a full range of well-priced detailing gear, with everything from snow foam to waxes, we can't help thinking that they're on to a winner here. It'll certainly, ahem, go down in history as one of the most ballsy brand names ever. Carspünk, we salute your bollocks. Er, so to speak.

www.carspunk.com





MORE TOP-NOTCH CHASSIS BITS

Autostar Minus, FROM £99 (EACH)

This classic-looking mesh wheel from Autostar is all about getting that perfect Euro look without the need for extreme widths and mega-stretched rubber. By using a relatively high-offset throughout the range, combined with the prominent, sticky-out (Is that the technical term? – Jules) centres and 'zero-lip' design. These allow a more conventional tyre size to be fitted, while still giving the arch-hugging appearance everyone seems to be after nowadays.

Sizes: 7.5x15, 8x17
Offset: from ET25
PCDs: 4x100, 4x108, 5x100, 5x112
Finishes: Polished gold face, polished gunmetal face
www.autostarwheels.com
www.alloys-tyres-wheels.co.uk



Avon ZT7 Tyres, FROM £POA

Finding premium rubber for smaller wheels isn't always the easiest of tasks nowadays and that's the main reason British tyre firm Avon has just launched the wicked little ZT7 summer tyre. Available in a variety of fitments for 14 and 15-inch rims, this one offers enhanced traction (over the outgoing ZT5), along with much improved wet braking, lateral grip and steering response. Due to noise-damping fins, it's also Avon's quietest tyre yet, so it won't drown out the rumble of your performance exhaust or the 15-inch sub in your boot. How very thoughtful of them, don't you think?

www.avon-tyres.co.uk





PERON FIESTA STG4 GTX TURBO SYSTEM, FROM £4000

There's not many things better in life than driving a sublime Mk7 Fiesta ST. Except, we suspect, driving one that's rocking 344 horses and 300lb/ft of torque!

Quite obviously this is an almost unbelievable amount of grunt to stick up the UK's favourite supermini. But, if you fancy giving your baby Blue Oval more firepower than the average Apache Gunship, then this new turbo setup from Peron is most certainly the one for you. Developed in conjunction with Nortech Performance, what they've done here is engineered their bolt-on big turbo kit entirely from scratch. It's also one that's specifically designed to be far more reliable than the more common, highly-stressed and hard-worked hybrid setup.

By using a sexy-looking Nortech tubular manifold to slap a Garrett GTX2860R blower on the side of the engine, they're essentially eliminating the main restrictions caused by the stock turbine housing and internal wastegate, releasing around 150-juicy horsepowers in the process. The kit even comes with the downpipe, external wastegate and correct software needed to get it all set up. So, in no time at all, you'll be making plenty of unsuspecting sports cars look more than a little silly on the street.

I mean, seriously reliable Focus RS power in a Fiesta? Without even opening up the little 1.6-litre lump? We're not worthy…

www.perontuned.co.uk



DIRENZA FMICS, FROM £299

It's been hotter than an Afghan scorpion's plums over the past few weeks (It's July mate, what do you expect? – Jules), so instead of wasting the same amount of cash on a three-day break in some shit hotel in Benidorm (Where it's actually colder – Jules), why not give your turbocharged motor the treat it deserves when it's working hard in the sun?

Direnza has just added a whole load of new front mount intercooler kits to its range, including both of the Mk7 Golf items you see here.

These oversized tig-welded beauties offer far better cooling of the intake charge than standard, by reducing inlet temperatures to make more power at the same boost level. With many of the new fitments, there's also a choice between a traditional polished item or a premium 'Black Edition' for even better cooling due to the scientific principle of emissivity. This is when dark stuff radiates and disperses thermal radiation more efficiently than lighter stuff. And there you were thinking that we never paid attention at school, eh?

www.direnza.co.uk

Kode Spacers, FROM £35 (PAIR)

Proper hub-centric wheel spacers are not only one of the most popular tools for helping wheel fitment maestros to dial in the most fantastical stance, but they can be used to widen the track on each axle to improve the handling characteristics of your car too. Whatever you need them for though, these high-quality alloy jobs from Kode are clearly something of a bargain compared to many others on the market. Available to fit everything from VAG cruisers to VTEC screamers, they come in a whole load of usable widths from 15 to 30mm. That lot should sort you out nicely.

www.kodeshop.co.uk



7Twenty BMW Coilovers, £785

7Twenty have made quite the foray into suspension for drifters of the European variety with these little numbers. We're talking about those sideways-specials from the Bavarian Motor Works and these new coilover kits for all E36 and E46 models, including the M3s. These robust little units come ready-fitted with camber-adjustable, pillow ball top mounts for the front, and stiff polyurethane mounts on the rear. There's also 32-stage adjustable damping, monotube dampers and even rear reinforcement plates to keep everything in check under extreme conditions. Everything you need to get your Beemer breaking traction like a good 'un. The price is definitely right too.

www.7twenty.co.uk



KICKER TB ENCLOSURES

From £299

The guys across the pond at Kicker have always been notorious for their hard-hitting hardware. The clue is in the name: their products tend to kick like our Jules doing his best Karate Kid crane impression on a Friday night (after six pints and half a bottle of Jack Daniels - Midge). Still, even by their rather exacting standards, these new TB enclosures are what you might call a bit special.

First of all, it's nice to see the old skool bass tube making a comeback in such a 21st century way. Available in 8 and 10-inch configurations, these will put out the low frequencies like only a Kicker can. So, instead of incorporating a single sub (as is traditional in items of this kind), these tough ABS cannons are packing one of their legendary CompR woofers at one end and an 'RE Flex' reflex woofer at the other.

It's all in the science. A reflex sub (which is technically known as a passive radiator) is basically a woofer cone, suspension and surround assembly, without the magnet or the motor that's driven by an external amplifier. These are used to complement a powered sub, tagging onto their air-shifting ability to create extra sound waves for even deeper, louder bass. This particular RE Flex item works particularly well in conjunction with its powered CompR brother because it's such an advanced unit in the first place. Like all CompR equipment it features a powerful ceramic magnet, Polypropylene cone, Santoprene surround and a vented back brace to cool the motor, effectively eliminating distortion and providing smooth, clean bass.

Anyway, with these TB tubes you get both woofers, aluminium brackets – which gives you the novel option of mounting them either vertically or horizontally – and they're also weather proof, just in case you happen to have a boat you fancy mounting them to. These fellas have certainly thought of everything!

www.kickeruk.com





Pioneer AVH-Z2000BT, £379

For some time now, connectivity and integration have been two of the biggest buzz words in the car audio world. What's special about this new multimedia unit from Pioneer is that you get all that high-end techy stuff to make your smartphone an integral part of the setup, but you get it at a low-end price that you just wouldn't expect.

In fact, when it comes to the world-beating Apple CarPlay system, this is easily one of the most cost-effective ways of bagging the latest functionality. There's certainly not many out there that'll do the full-on Apple thing on a budget!

What's nice to see though, is that you don't have to be a dedicated iPhone nut to see the benefits because it's also fully compatible with any Android phone. And this includes providing access to everyone's favourite web-based services like Spotify.

That's not it of course, there's loads of other features like Bluetooth hands-free and streaming, a 13-band graphic EQ, time alignment and even a Compact Disc player (anyone remember those?). But, what's also very impressive is that the AVH-Z2000BT is one of the cheapest ways of getting proper navigation. The clever 'AppRadio Mode +' system allows you to use Waze via the big 6.2-inch screen at no extra cost. Need we say more? Thought not.

www.pioneer-car.eu

EMOTIONS THROUGH TECHNOLOGY

THE FUTURE OF NAVIGATION...

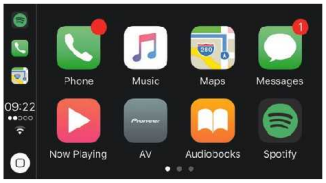


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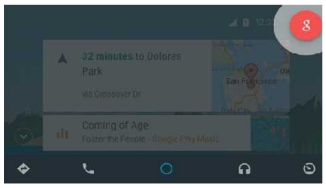
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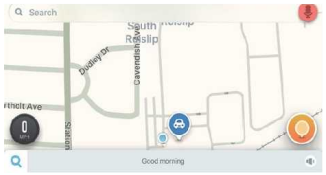
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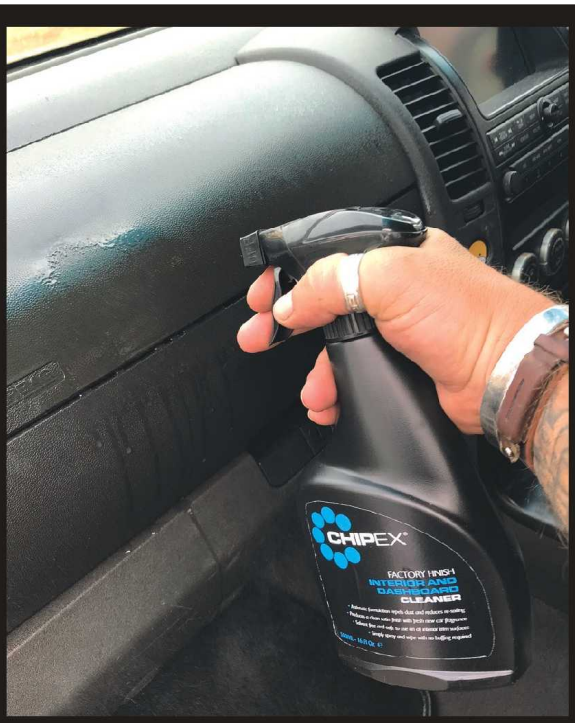
After spending a small fortune (and, quite literally an age) on laboratory development, the guys at Chipex have launched some rather clever car-care products.

Now, you'll already know that Chipex are the biggest name in touch-up paint for just about every motor on the road. But what's important here is that they've taken their intimate knowledge of chemistry and used it to develop three new items that seem to push the envelope with regards to what can be achieved. In short, they're no ordinary products.

Take the Aquaphobic Screenwash for example, a single one-litre bottle of this stuff can be used to make up to 80 litres of screenwash engineered on a molecular level to coat your screen and actively repel water. Then there's the Uber Super Concentrate Car Shampoo, which has a dilution ratio of 1:400. That means spending 13 quid on a 500ml bottle gets you 200 litres (or 20 full buckets) of hardcore, grime-busting suds.

Both are pretty hard to test in a magazine of course, especially with a hosepipe ban on and not having more buckets than your local B&Q. But the point is, what they're doing here is creating the next generation of extremely wallet-friendly, ludicrously clever car care products. The pinnacle of technology. And there's one in their range that we can test right away – this rather special interior cleaner.

PRICE: **£12.95**
www.chipex.co.uk



The Product...

Again, this general-use cleaner, or to give it it's full name, Chipex Factory Finish Interior and Dashboard Cleaner (phew), isn't your run-of-the-mill slap-on dressing. Not by any stretch of the imagination. The idea here is that the formula, concocted by their in-house chemist (who's also a Fellow of The Royal Society of Chemists), will chemically dissolve dirt and grime almost instantly, but without the use of solvents, making it safe to use on any interior parts. The really clever bit though, is that it leaves behind a special anti-static coating, to repel dust and help stop dirt sticking in future. Think of it as interior cleaner 2.0. Put simply, it's the future.



Midge's Verdict

Because of the carefully considered chemical makeup (apparently there's lots of cationic surfactants and methylisothiazolinone, which is nice), there's no buffing required to get even the stubborn dirt off. All you need is a simple spray and a quick wipe to remove any excess product. I tested it on my daily driver, which gets shitty approximately every 22 seconds and, being a Nissan, has acres and acres of cheap grey plastic. It did the job rather well too, and a week later (as I write this) the plastic dash and painted centre console are still perfect. Amazingly there's none of the usual dust or dirt to report.

What's more, the product is a thin liquid that easily gets itself into all the nooks, and you don't need to spray a whole load on there either, far less than I did (it always takes a couple of goes to get the pictures right). With that in mind it's decent value.

As you'd imagine, 'factory finish' means this is less of a traditional dressing and more about 'like-new' restoration. That's fine with me though. Many dash shines look good at first but act as little more than a dust magnet after an hour or so.

And finally, it smells good, which doesn't sound like much of a point, but it is important. Very often you expect the white-coated scientific buffs to get the chemicals spot-on to make their products work immaculately. But some have been known to forget real-world stuff like not making the product smell like the blue shite you get in a Glastonbury porta-potty. Luckily, with this one there's no nasty chemical whiffs. Just a clean 'new car' smell. I can't fault it at all.

In a nutshell: The appliance of science, properly clever stuff.

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www.sealey.co.uk

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@sian_89x

ONE SINGER ONE SONG!

Sian Singer hits the high notes with her perfect pink MINI...



HOT RIDE: 2006 MINI COOPER S

A project car never seems destined to be completely finished. It's usually more of a moving target and magazine features are merely a snapshot on a timeline. That's not the case with Sian Singer's seemingly flawless MINI though, as she appears to be content.

"Yeah, it's finished," she declares. "I can't come up with anything else I want to do, other than take it to shows and enjoy it!" Looking at this brilliant and bright creation, sitting pretty on Alfa rims, it's not hard to understand exactly why she feels this way about her beloved MINI.

Sian's car history began with a Mercedes 190E! Not your typical first car choice but she loved it. "Even though nothing worked," Sian laughs. Next came more common choices such as a Fiesta, Astra and a Civic Sport. They all received a few mods here and there, but nothing extreme. That was all to come!

The MINI was Sian's first proper project but looked very different when she got hold of the car in 2013. Back then it was a factory standard supercharged 1.6L Cooper S, black in colour and sporting a chrome pack.

She was happy to keep it this way for around two years before turning things up a





Delicious detailing everywhere





"There's nothing else I want to do to it, other than take it to shows and enjoy it!"



THIS ONE'S MINE

Name:
Sian Singer
Tell us more about you Sian:
I'm 29, I work as a legal cashier and I live in Arbroath.
If the MINI is really finished, what's coming next?
I already have another project on the go. It's a Mk5 Golf GTI and I have big plans!
Does that mean you'll sell the MINI?
Not yet! My boyfriend Chris has his eye on it though. He wants to make it a widebody.
Sian Singer, sing us a song!
Err… no!



Sian is certainly on song (sorry) with this build



HOT RIDE: 2006 MINI COOPER S



#custombootbuildFTW

notch. “I had the bumper smoothed, gave it a set of Rotiform NUE rims, fitted the air-ride and changed the chrome trim for genuine carbon bits,” Sian explains. “This included headlight surrounds, A pillars, door handles, wing mirrors and the fuel cap.” It was looking more than tasty at this stage and even began scooping awards. But it was time for phase two.

Sian gambled on a full-on colour change with a 3M Fierce Fuchsia wrap combined with a satin black roof. The carbon parts were retained, headlights were split and painted black inside and all the lights were tinted. These touches all make a pleasant contrast with the blinding bodywork. Ditching Roti rims was a bold move as they suited the car well, but the custom fit Alfa Romeo SV splits with grey faces are a hit.

Looking inside the cabin, it’s something of a posh grid-look. Corbeau buckets are a stand out with a pink tartan re-trim and the dash is covered in genuine carbon pieces. Further back, the rear bench has made way for a custom cage and a neat extended boot build that highlights the painted air tank and hard lines.

Sian’s MINI ticks all the boxes, so it’s no surprise she considers it a complete project. She’s currently hitting the show circuit, continuing to pick up trophies and top the charts! FC





Sian is a regular on the show scene



TECH SPEC: **MINI COOPER S**

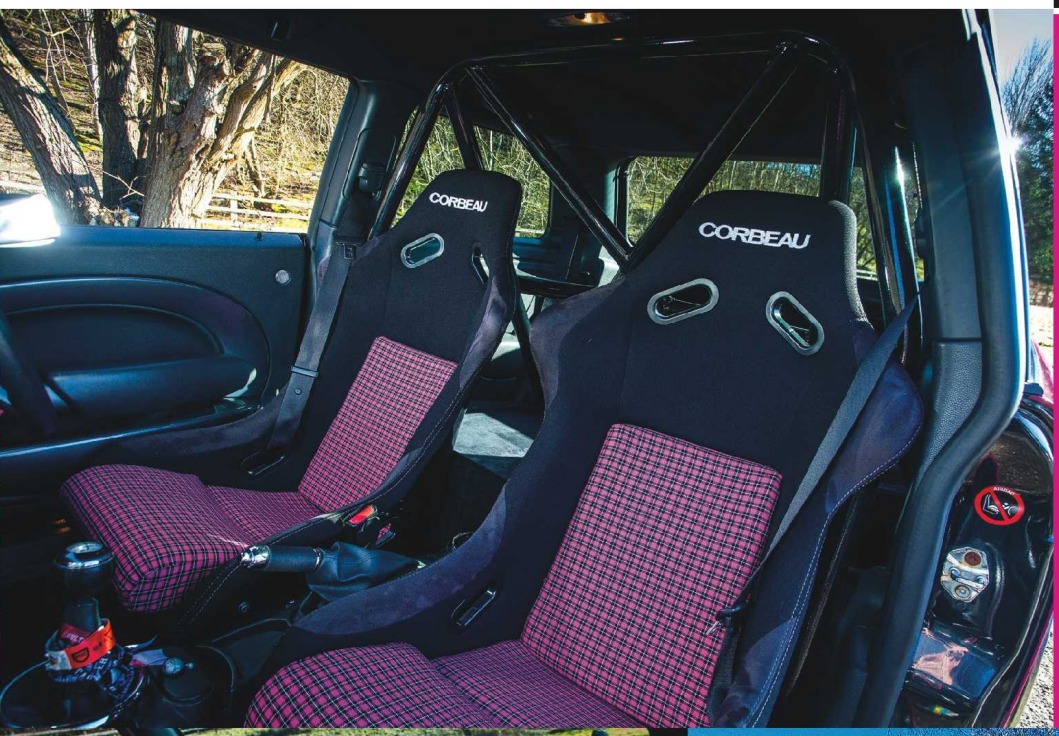
STYLING
Smooth front bumper; exterior chrome trims replaced with genuine carbon; headlight surrounds, A pillars, door handles, wing mirrors and fuel cap; headlights split and painted black on inside; tinted headlights and taillights; 3M Fierce Fuchsia body wrap with satin black wrapped roof.

TUNING
Standard 1.6L Supercharged Engine.

CHASSIS
D2 Racing performance air struts front and rear paired with Air Lift Performance 3P management; custom fit Alfa Romeo SV Split rims with BMW Space Grey faces, 8x17in front, 8.5x17in rear, 4x100PCD; 185x35x19 tyres.

INTERIOR
Corbeau Clubsport bucket seats re-trimmed in pink tartan; full genuine carbon fibre three-piece dash; custom roll cage with harness bars; custom boot build with rear seat delete; painted air tank and brushed hard lines.

THANKS
Big shout to boyfriend Chris who helped so much with everything; Kris at PTW Automotive Styling for the wrap; Frasers Bodyshop in Arbroath for the bumper smoothing.







"Erm darling, can I have it now please?

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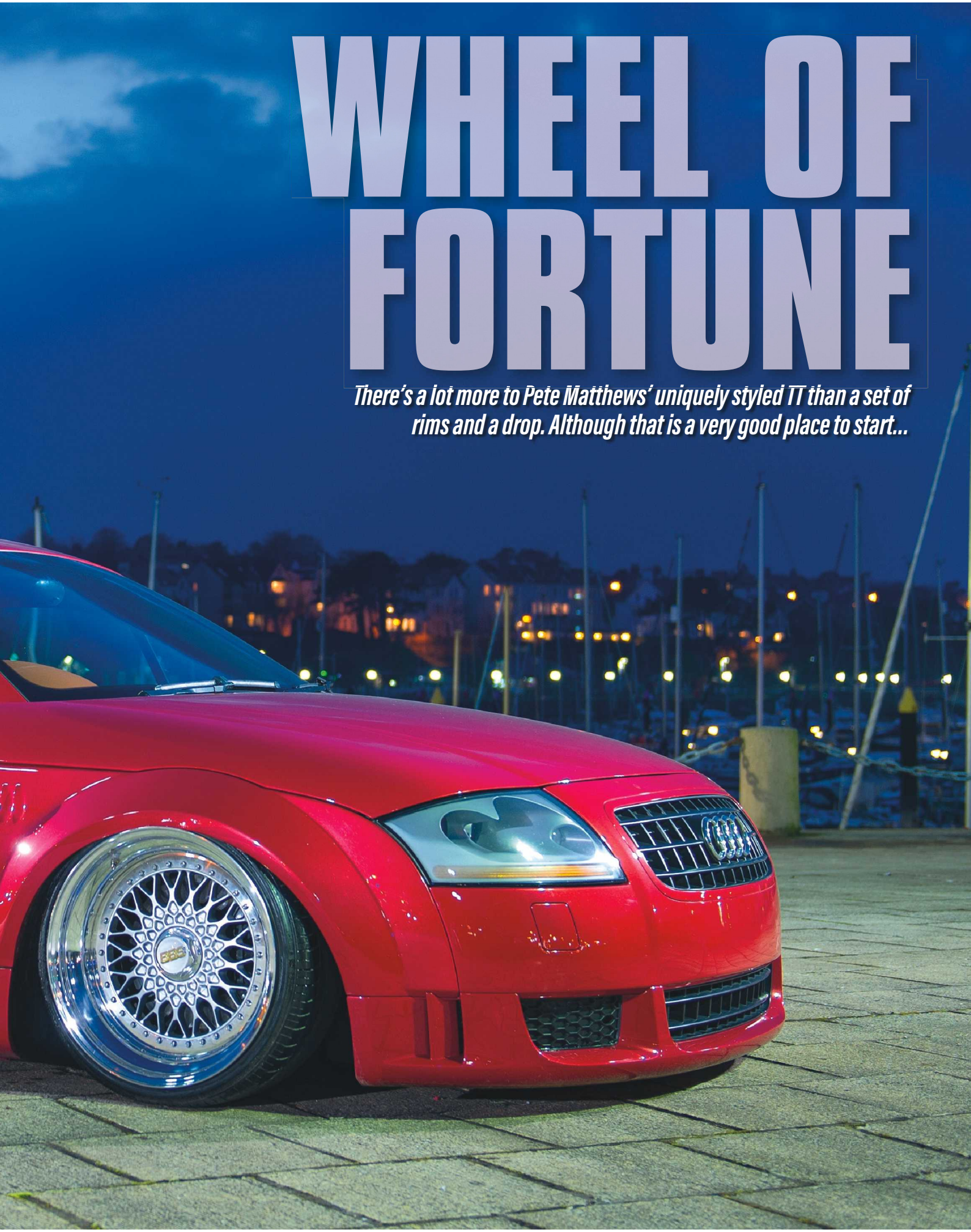
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Words Dan Bevis Photography Ade Brannan



WHEEL OF FORTUNE

There's a lot more to Pete Matthews' uniquely styled TT than a set of rims and a drop. Although that is a very good place to start...



The Baumgartner Brand Schiltach (BBS) RS is so revered and sought-after in the modern show scene it's attained full-on legend status. While wheel fashions ebb and flow, the RS is a perennial constant; for some it's nothing short of a way of life.

When BBS produced their first three-piece wheel for dealer car applications back in 1983, the RS retailed as a £1,500+ option on new cars, which was a shit-ton of money back in the early '80s. But that option box kept getting ticked. This wheel design was like some kind of drug.

It wasn't just VWs and BMWs that you found them on either: Nissan, Chevrolet, Mazda, buyers of all brands were clamouring for the BBS RS. And now, with 35 years of desire under its belt, this unparalleled split-rim is on the wishlist of scene kids and race car builders alike across the globe.

Pete Matthews is a man who's firmly signed up to this retro rim-oriented obsession. "My car history started with a Mk2 Jetta, which was mint green and running a set of BBS RS," he explains. "Then I had a baby blue MX-5, painted by myself, and again that had BBS RS wheels."

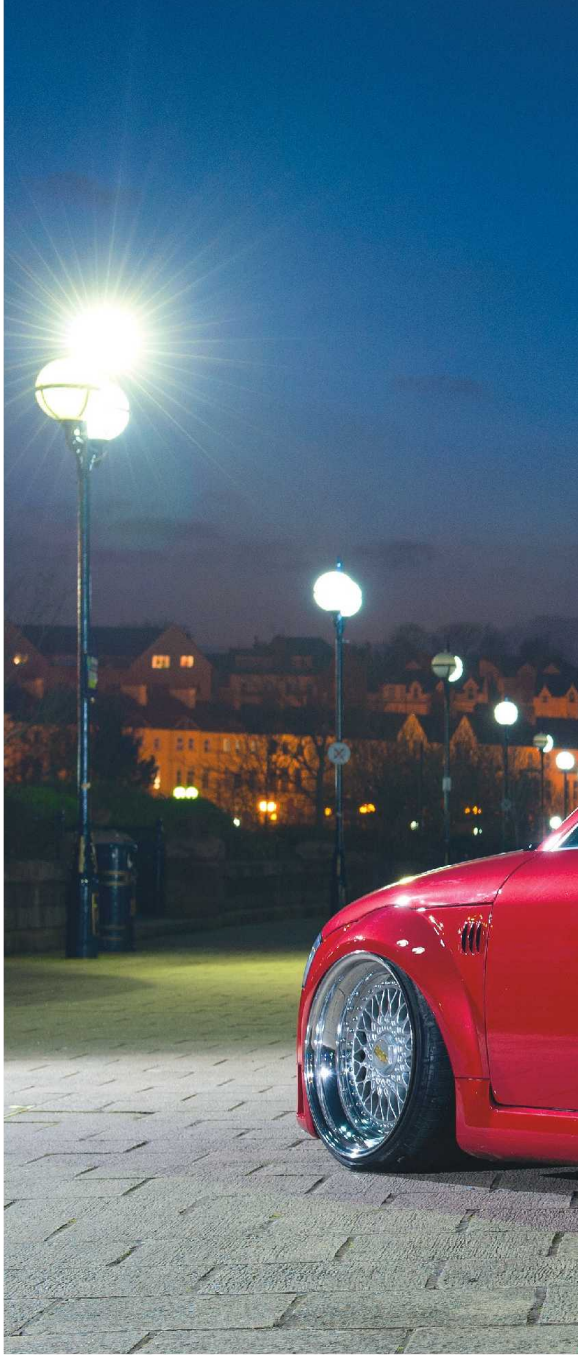
That car was featured in these very pages many moons ago, and Pete's follow-up act was a Candy Red B5 Audi S4 (again, featured here at some point back in the swirling mists of time), and you'll never guess which wheels that was rolling on…

After a brief dalliance with a Nissan 350GT – you know, that Skyline that's not actually a Skyline – Pete found himself taking ownership of a Mk1 Audi TT. This very one, in fact. A 3.2 Quattro with DSG, which is a pretty damn-good spec right out of the box.

It was never destined to remain stock of course, and the decision on wheels will come as no surprise to you! Having imported the car into the UK from Ireland (Pete lives in Northern Ireland), he set about assessing his options for the totally stock TT, and it was a matter of milliseconds before he was on the phone ordering a Slam Series airbag setup from Air Lift.



Pete's beloved BBS RS wheels (custom-stepped from 17 inches)



"I had the BBS RS from the previous S4, and I decided they needed to be bigger so ordered three-inch dishes for them, not thinking these would even fit the car," says Pete. "As soon as the dishes arrived I bolted one together and, well… they didn't fit at all! And that's is why the car ended up being wide-arched."

Yes, you'd probably spotted just how juicy that Audi rump has become, right? And Pete's execution of the work is really interesting, in the modern context of the scene's obsession with the likes of Rocket Bunny, Liberty Walk, Clinched and the what-have-you. This is no bolt-on wide-arch kit, but something altogether smarter. What's been done here is to take the stock arches and cut them out, welding in fillet sections before reattaching them, so that the standard arches sit a full two inches further out apiece. Clever, isn't it?

The TT was then painted mint green and the RSs finished in pearl white, which is how Pete ran the car for about a year before changing up the wheel specs with some

"Girls love it. Then they find out a fat ginger bloke drives it and always have this weird look of 'why?'"

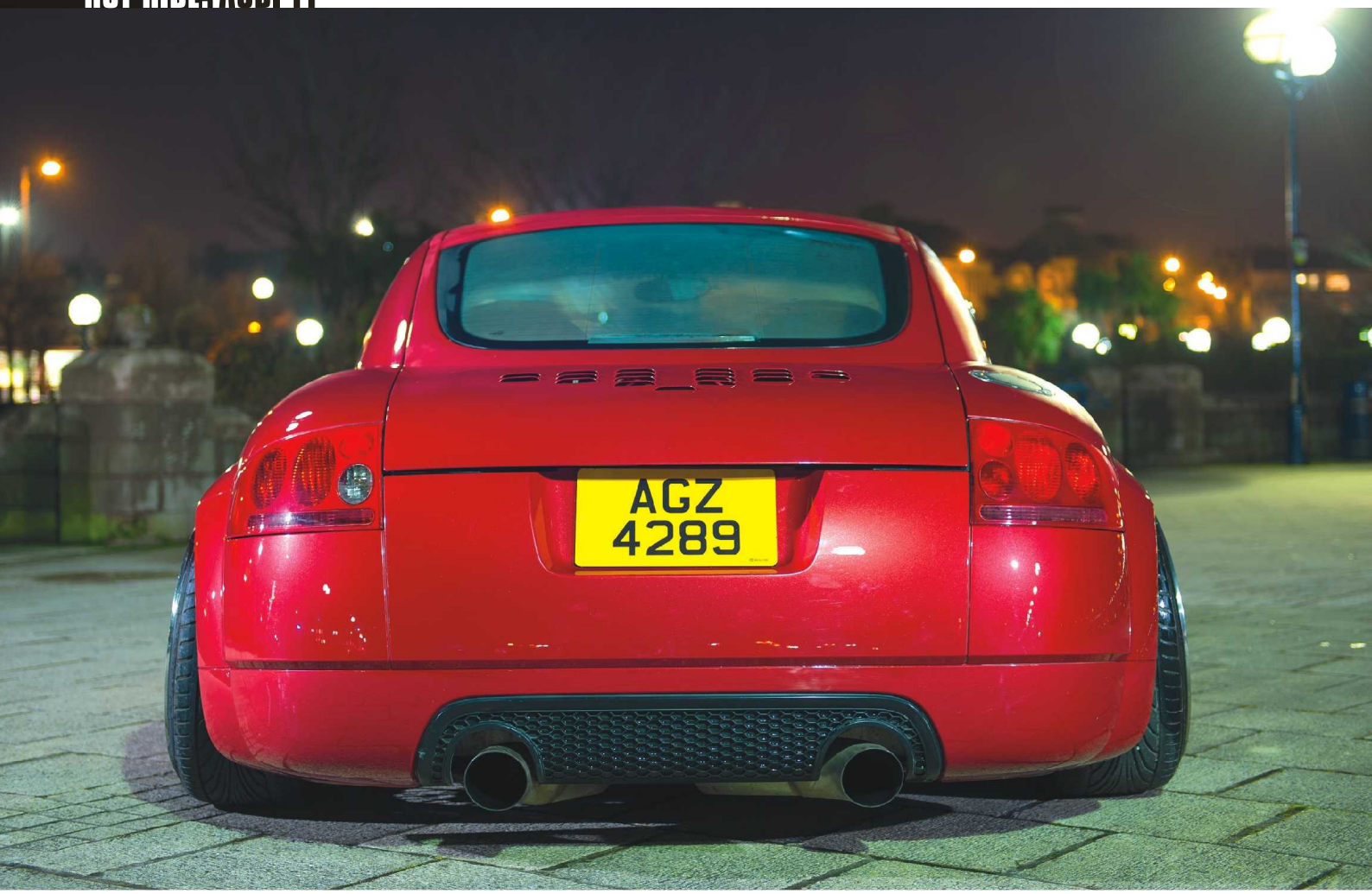








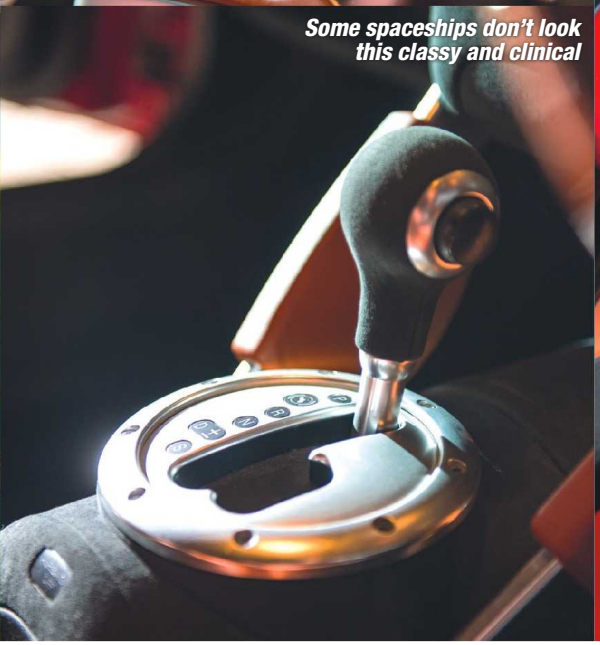
A TT as if drawn by a Manga artist





A full retrim in brown Bridge of Weir nappa leather with white stitching, plus mahogany steering wheel





Some spaceships don't look this classy and clinical



Fixed-back buckets with backs trimmed in charcoal suede #swoon

24-carat gold centres. At the tail end of last year Pete was getting busy with some louvre fabrication, deleting the rear spoiler and replacing it with some custom slits while also adding a USDM-spec bumper below, and it was at this point that we started talking to Pete about a shoot.

However, before we could get the wide-arched, mint green stunner in front of the lens, a few logistical hurdles jumped in the way, and then before we knew it the TT wasn't green any more!

"Shortly after Dubshed I took the head staggers and decided to paint it Candy Red," he laughs. And we have to say, the idea was a masterstroke. It's turned the car from something quirky trying to catch your eye like a kid on blue Smarties into something altogether classier, particularly when you consider the interior.

"All the work on the car has been carried out by me and my business, Paintworkz Ltd, apart from the interior retrim," says Pete. "That was done by Optimus Automotive Trimmers, who I reckon are among the best in the UK." The insides have enjoyed a full retrim in buttery-soft House of Weir brown nappa leather with white stitching, and you'll find charcoal suede covering the seat backs, centre console and lower dash. Even the Nardi wheel is fashioned from rich mahogany. This TT has been elevated from perky road-racer to uber-premium supercoupe, and the levels of swank are off the charts.

Returning to the outside, you'll find all sorts of unique details that showcase Pete and Paintworkz' skills. As if the custom wide-arch conversion and sumptuous paintwork weren't enough, you'll spot the side repeaters have been deleted and replaced with louvres to echo those on the tailgate, the front bumper has been artfully smoothed, and the overall profile is reminiscent of a TT that's been drawn by a Manga cartoonist – all the recognisable touchpoints are there, but everything's been slightly exaggerated. A superbly clever set of decisions have been made here.

"It sits a lot lower than most bagged TTs too," Pete points out. "It's got a custom notched subframe which gives an extra inch of drop, and it also has 20mm engine raisers, supplied by Creation Motorsport, which means that it's extra hard to sumo the car!"

The air controller has been tastefully integrated into the roof lining (well, with a posh interior like that you can't just leave things lying around the place, can you?). And when Pete airs the Audi out, those sparkling wheels sit so perfectly in the custom-fabricated arches it's almost too good to be true.



An interior so uber-premium we were nervous about touching it



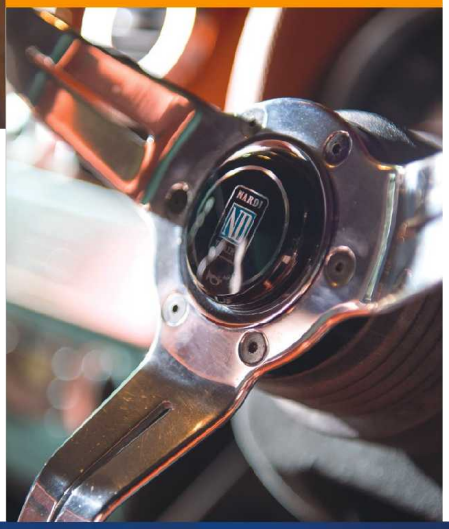
TECH SPEC: AUDI TT

STYLING
Candy Red respray; stock arches widened by 2in all round; side repeaters deleted and replaced by custom louvres; front numberplate recess smoothed; USDM rear bumper; bootlid spoiler deleted and replaced with custom louvres; chrome peep mirror.

TUNING
3.2-litre VR6; 20mm engine raisers; stainless exhaust system; 6-speed DSG.

CHASSIS
9.5x18-in ET0 BBS RS wheels (custom-stepped from 17in); Air Lift Slam Series bags with V2 management; custom notched subframe.

INTERIOR
Full retrim in brown Bridge of Weir nappa leather with white stitching; fixed-back buckets with backs trimmed in charcoal suede; dash bottom and centre console trimmed in charcoal suede; Nardi Deep Corn mahogany steering wheel; air controller custom-fitted into roof lining.



Unsurprisingly, people's reactions to this dazzling build tend to be wholly positive. "Girls loved it when it was mint green," he says. "Then when they found out a fat ginger bloke drove it they always had this weird look of 'why?'!

"When it went red some said I'd made a mistake, but I think it looks better than ever. The green made sense at the time, but I never really loved the car that colour and always regretted selling my red S4. Basically I just made it again, but in smaller form!"

As for the future of the TT, Pete reveals he's now sold the car to a mate. He readily admits he enjoys the process of building a project car more than the actual ownership, and we do meet a lot of people who share this view. However, it's telling that he owned this TT for over three years, longer than the average modifying butterfly. So what's next? "An E46 M3," he tells us. "I've already bagged it and bolted on a set of rims."

Yeah, and we reckon we can guess which wheels he'll have gone for this time…

"I always regretted selling my red S4. Basically I've just made it again, but in smaller form!"



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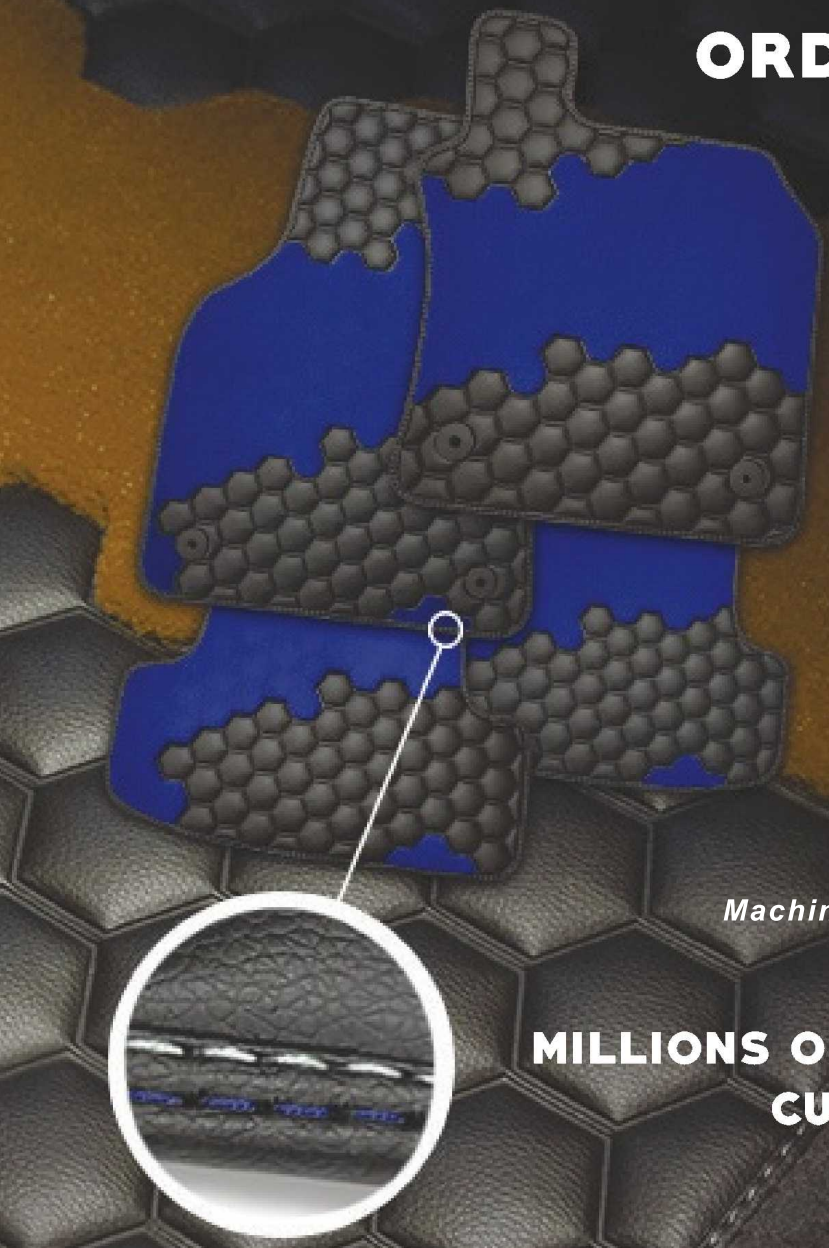
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JAPFEST DONINGTON

JAPFEST IS SO BIG THAT ONE SHOW JUST ISN'T ENOUGH ANYMORE! IT WAS TIME TO HEAD TO DONINGTON PARK FOR PART TWO…





The sunburn had barely healed from Japfest Silverstone when we decided to hit Donington for another dose of vitamin D and Japanese car culture.

If you're a Japfest regular you'll already know the reasons why it's such an amazing event. And if you're not, let us explain…

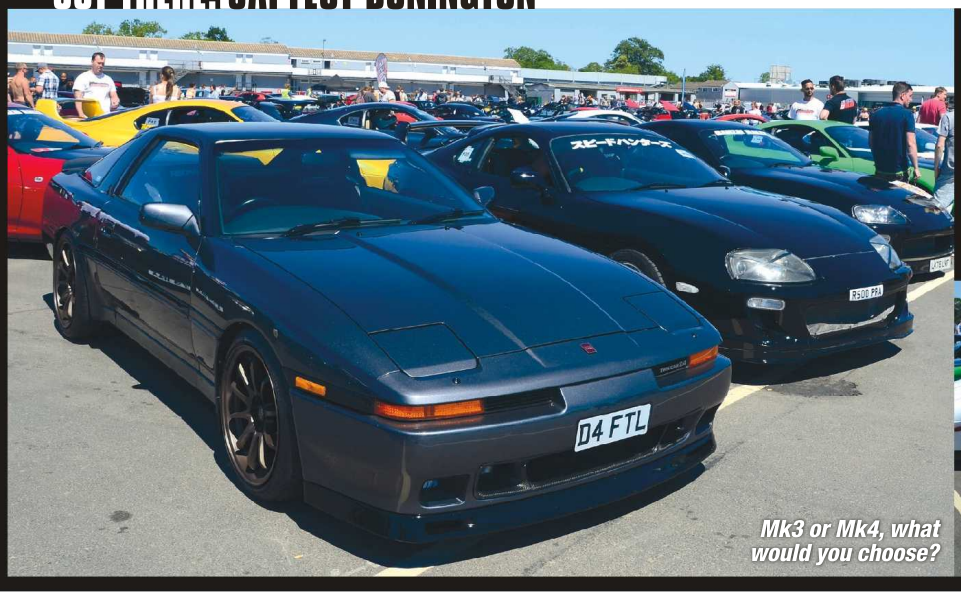
Since the launch of the show series in 2005 Japfest has always had a fantastic Japanese car club following. It's one of those shows where you'll find the damn right rare mixed in with the popular. You'll see Toyota Crowns rubbing shoulders with Honda NSXs, modified Nissan PAOs sitting next to Time Attack Skylines. It's a Japanese car enthusiast's heaven.

There's heaps going on, from track action, to show and shine competitions, trade stands to main stage entertainment. Mix that in with the relaxed vibes, awesome Donington Park circuit, and this year's scorching weather, and it's no wonder this year's Japfest Donington was another success.

We loved it and so did the punters! Roll the pictures…







Mk3 or Mk4, what would you choose?

Mk3 Supras

This car has been overshadowed by its younger brother, the Mk4, for many years but we spotted some absolutely gorgeous examples on display that had us reaching for the classifieds. These cars' prices are already starting to rise, but we expect them to shoot up massively in the next few years! You heard it here first.



Fast Car Stand

We've always had a great relationship with the guys and girls at Japfest HQ, so when they asked if we'd like a stand to represent the magazine we didn't have to think twice. All we had to do was decide who we wanted to join us. And these are them…



Philip Egans' Acty

This isn't something you're going to see everyday and that's exactly why we invited Phil along. He's got a long history of weird and wonderful car builds and his juiced Honda Acty is his latest. He's even got a matching T-shirt. Now that's dedication to the cause.

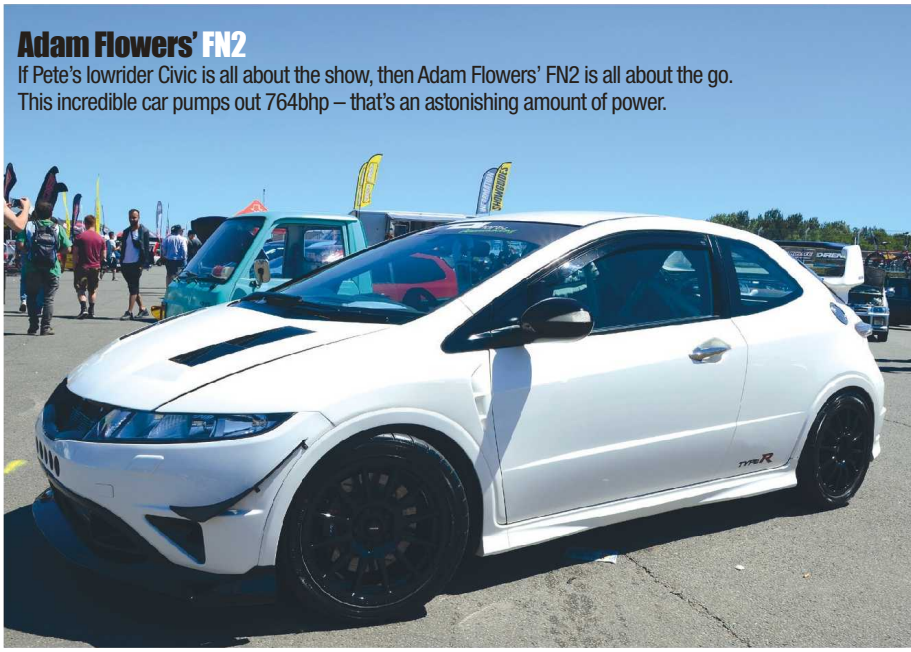


Mark Harris's 180sx

We absolutely love this flipping awesome S13. Mark is close to letting us shoot the car for a full feature but is currently contemplating a custom roll cage. Whatever he decides to do, we can't wait to get it behind the camera. Although the photographer probably won't thank us for challenging their skills trying to extract the amazing colour from the images.

Adam Flowers' FN2

If Pete's lowrider Civic is all about the show, then Adam Flowers' FN2 is all about the go. This incredible car pumps out 764bhp – that's an astonishing amount of power.





Sal's Subaru WRX STi

This new shape Scooby has come all the way from Qatar and is running around 600bhp. With that amount of power we're not sure if it would be quicker to fly or drive back!

Chris Coulton's EP3

You can probably tell that we've got a soft spot for Chris's Civic Type R because there's a detailed feature on the car over on page 28. It's definitely one of our favourite EP3s out there at the moment.







Martin Tristram's R32 GT-R

This is one of our favourite R32 GT-R builds to date. We love the colour, aero-styling and splattering of carbon. Martin hasn't spared any expense building his dream car and it shows. He's got more plans, so keep your eyes peeled for this build evolving further.



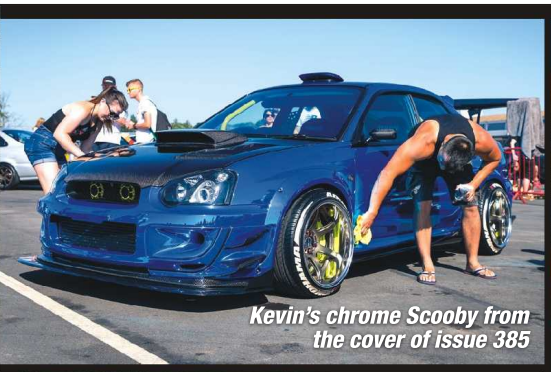
Peter Blackhurst's Civic EF

How's this for something different? An American-inspired Civic EF Lowrider! Pete left his son to work the switches and wowed the crowds who swarmed this masterpiece all weekend. Keep your eyes peeled for a full feature soon!



Craig Allen's EP3

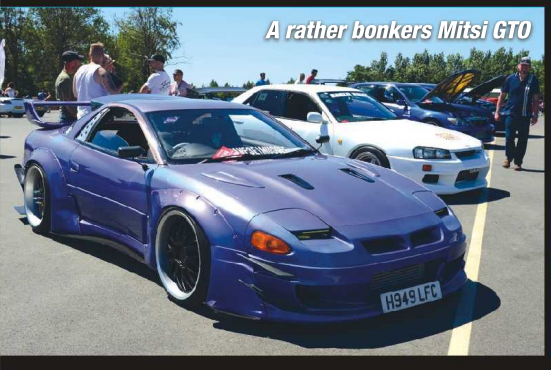
Another fine EP3 with some cracking mods that include a D2 air ride system, carbon fibre styling, Takata harnesses, engine tuning and those rather rare 8x17-inch Stitch split rims. If you want to see more of this car, buy issue 396 of the magazine, where it was featured – https://shop.kelsey.co.uk/issue/list/publication/FTC



Kevin's chrome Scooby from the cover of issue 385







A rather bonkers Mitsi GTO



The perfect weekend for MX-5s



Anniversary displays

There are some famous names celebrating their 40th birthday this year, Michelle Rodriguez, Nicole Scherzinger and Jim from American Pie are to name a few. But none have aged quite as well as Toyota's Supra and Mazda's RX-7. To celebrate, Japfest hosted two huge Anniversary Displays and parade laps of the iconic cars.

They weren't the only Japanese legends celebrating landmark years though, as the AE86 also celebrated 35 years of existence. This iconic Corolla was represented by Kieran David's stunning AE86 Levin. Kieran was supposed to have company but unfortunately all the other AE86s pulled out.



Two thumbs up to Kieran



Initial G was only 35-years old when the RX-7 was launched in 1978

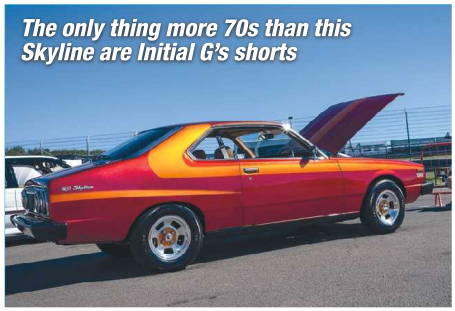




Track action

Away from the infield and outfield displays, Donington's famous tarmac wasn't given a rest all day with punters taking on the National Circuit in their droves. One of the highlights was seeing Apex Performance's R33 Skyline do it's thing on the circuit. Nothing was keeping up with this beast and with a 6.7 litre V8 dry sump race engine and a talented wheelman, it's easy to see why.





The only thing more 70s than this Skyline are Initial G's shorts





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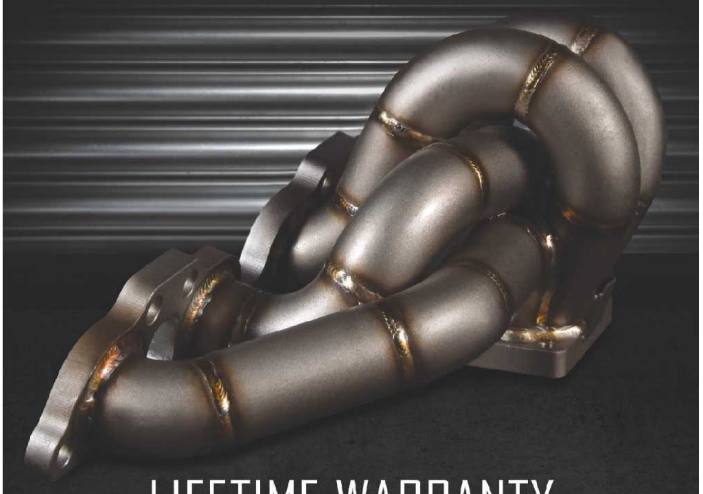
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LAUNCH CONTROL

We'd all love our cars to accelerate faster and it's time for us to show you how to make it happen...

If there's one thing about cars that never gets old, it's stupidly fast acceleration. It's also one of the most useful and usable performance aspects of any car. Top speed? Pretty pointless. Incredible cornering speed? Only useful on track. But acceleration, well you can use that almost anywhere – even without breaking the speed limit!

Faster acceleration is a lot more than just adding power though. So it's time to read and learn with this handy guide...

POWER

We all know if you've got more power you will accelerate faster. BUT, what's the best ways to spend your money?

Well first up, be it turbo or naturally aspirated, you can't go wrong with a performance exhaust system. Don't just get a cat-back system either, as on turbo cars the downpipe is the section that tends to give the biggest increase in performance, and on N/A cars a good exhaust manifold is usually a great benefit too.

A remapped ECU is usually another one that's always a benefit regardless of engine, and while the results on turbocharged engines are bigger, even on a N/A engine the differences are almost always worth it.

Beyond these basics, the limits are really only how much you can afford to spend, but acceleration is more than just power, which is what the rest of this feature will show you...

www.empperformance.com



GEAR/DIFF RATIOS

Gearing is give and take, so the more top speed you have in any given gear, the slower it will accelerate. This is why specialist race cars are geared to be able to pretty much hit the limiter in top gear on the tracks they use, maximising acceleration. The difference gearing changes make often has to be felt to be believed. It can accelerate like a totally different car, like a car with far far more power. While custom gear ratios are expensive, there are far cheaper options with a similar result.

It's easiest on a RWD car, as you can leave the gearbox alone and fit a different diff ratio instead, which can often be found from a different model in your car's range.

For 4WD cars you can potentially do a diff ratio swap again, but as the front and rear diffs both need swapping it tends to be far more complex and expensive.

For most FWD and 4WD cars, a gearbox swap from a different model is your only option without going to an aftermarket gearbox, and while this is possible on some cars, it certainly isn't on all.





CLUTCH

We all know clutch slip is bad, but many clutches only slip if you launch them like an animal. Unfortunately the only way you can hit the amazing 0-60 or quarter-mile times everyone dreams of is with a hardcore launch, and that needs an equally hardcore clutch.

Generally they're not so friendly to use in stop-start traffic, and can pass the strain of the power on to other transmission parts. But there's no two ways about it, if you want to launch your car hard, you need to invest in a serious clutch…

We discussed the benefits of upgrading to a performance clutch with Xtreme Clutch mechanical engineer, Stewart Furze. "The major reason for upgrading your clutch is that the vehicle is producing more torque than the factory setup can handle, or the vehicle is used in such a way that the original clutch is suffering from excessive thermal loading."

"Our upgrades have increased clamping force, allowing them to hold more torque than the factory setups," says Stewart. "We also offer a wide range of friction disc materials with differing heat capacities, allowing them to be utilised for extremely demanding applications such as seen in motorsport."

For very high horsepower applications, it's often necessary to upgrade to a multi-plate clutch which will provide a significant increase in torque capacity but can make the clutch more difficult to drive on the street. Xtreme Clutch has now designed a range of organic multi-plate upgrades to offer a street friendly multi-plate range for those with very high horsepower street vehicles.

www.xtremeclutch.co.uk



TYRES

When it comes to acceleration, spinning isn't winning. Wheelspinning in the first three gears might make your car feel fast, but if you had sticky tyres that put the power to the ground you'll accelerate far faster.

A set of road legal semi-slick tyres, like Nankang's incredible AR-1, is the best way to achieve this, and the difference in grip versus big brand road tyres of the same size is incredible. But if you've got the room to do so, go for a wider tyre too.

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LSD

While the mild altering drug might make you feel like your flying, to make your car fly up the road the other kind of LSD is needed, and that's a limited slip diff.

A car with an open diff is almost always pretty crap off the line, as all the power spins away through one wheel, and if you've got big power this same thing will happen on the roll too.

An LSD forces the power to both wheels, which means massively improved acceleration, and even if the wheels are spinning, both have power to them which gives far more forward acceleration than with an open diff.

Standard LSDs tend to be OK, but for the ultimate in acceleration grip, an aftermarket LSD is a must.

www.quaife.co.uk



WEIGHT DISTRIBUTION

Weight over the driven wheels helps push the tyres into the ground, increasing traction. This is why FWD drag cars often have as much weight as possible at the very front of the car, and the opposite is also often true of RWDs. Moving huge amounts of weight around your car isn't easy on a road car, but be mindful of this point when adding parts or removing parts and you can really make a difference.

SUSPENSION

You could be forgiven for thinking that upgrading your car's suspension is only really going to give you a benefit in the turns. But actually, when it comes to getting your car away from the line in a hurry, suspension plays a huge part in your ability to launch aggressively and accurately.

Take a look at any sorted drag racer and you'll notice that suspension is an essential ingredient in its performance, because when you're trying to get maximum traction, there are a few aspects to bear in mind. Luckily, many of BILSTEIN's uprated suspension solutions won't just make life better in the twisties, but will also make your next trip to The Pod much more fruitful, too – and here's why…



WEIGHT TRANSFER

Under hard acceleration, weight (or more precisely, mass) shifts to the rear of the car. This is due to the torque of the drivetrain pushing against the grip of the tyres and squatting the rear of the car down. On a RWD or 4WD car this is great news, as it's effectively adding weight over the driven wheels. On a FWD car, it's bad news as it's lightening the front and reducing grip. The answer here would be to run a set of BILSTEIN B16 coilovers, which offer ride height, as well as combined bump/rebound adjustment. These can be set to stiffen the rear of a FWD car, reducing weight transfer and keeping more grip at the front. On a RWD or 4WD car, you can adjust both ride height and damper rate to let the car squat at the rate you desire for the optimum launch, too. So, with a little bit of practise and fettling, you can watch those RWYB times tumble.



WHEEL HOP

We've all had that moment under hard acceleration when one or both of the wheels 'hop' as the tyres lose grip, jump up against the spring and damper, and then get fired down again, repeating the cycle. At best, it's annoying. At worst, it can cause driveline damage, up to and including the driveshaft being dislocated or broken. Improving your damper performance with any of BILSTEIN's products, whether that's the BILSTEIN B8 damper, or B12 spring and damper kit, will help you to reduce wheel-hop, maintaining control – and therefore grip.

So, there you have it. Even if you only want to go straight and fast – high quality suspension should still be high on your tuning wish list.

www.bilstein.com





WEIGHT

Power to weight ratio is key to acceleration of any car. The less weight your engine's power has to move, the faster it will accelerate. While gearing and even aerodynamics have an effect, from a rolling start, providing both cars have full traction, two cars of the same power to weight ratio will accelerate about as fast as each other, even if one car had a 100bhp engine and another had a 1000bhp engine. Hell, it's why superbikes are so fast despite having less power than most cars.

So the simple thing here is to make your car as light as you can, but do it wisely. Many parts of cars weigh very little but are often removed, such as carpet and rear seats. But many parts are often ignored, such as heavy wheels, standard front seats and the sticky under-carpet sound deadening, which weigh a hell of a lot in comparison.

ANTI-LAG

If your turbo isn't at full boost you're not getting full performance, so you know what you need? Anti-lag! There's a few variations on this, from the common stuff that works from a standing start only, to 'rolling anti-lag' which people use for roll racing, to proper rally anti-lag which can give you full boost literally all the time. The basic result is the same; to get your car on boost when normally at that rpm/speed it would not be, allowing you to accelerate like a rocket the instant you mash the throttle open.

All forms of anti-lag can potentially shorten the life of certain engine parts, and makes a lot of noise too. But it's so effective that it's considered vital to be competitive in most motorsports involving turbo cars these days.





POWER DELIVERY

Big power numbers is one thing, but if your power delivery is rubbish your acceleration will still be poor. While most people think bad power delivery is purely an engine where it's only got a small high rpm powerband, it goes both ways; if your car has more torque than the tyres can handle without spinning that will also kill your acceleration.

4WD cars with huge grip can often get away with having incredible torque with no wheelspin. But when grip is a problem, a smoother power delivery tends to be the best for acceleration as it helps prevent wheelspin. Many fast 2WD race cars use centrifugal superchargers as they create that kind of powerband, with a gradual rise in boost as the revs rise, rather than the boost all coming in at once.

BOOST BY GEAR

This is a clever trick used more and more on tuned turbo engines. This is limiting the cars boost pressure, and therefore power level, to lower numbers in lower gears, helping to reduce wheelspin, as grip with less power tends to be faster than big power with lots of wheelspin. You need an ECU that supports this function, but it means you can increase your boost every time you shift up, making the most of the available traction in each gear.





FASTER SHIFTING

A typical manual gear change takes something like 0.5-0.8seconds, which is a serious amount of time when you think about it. Many cars will change gear three times even in a quarter-mile drag run, so upwards of 1.5 seconds is wasted while you change gear.

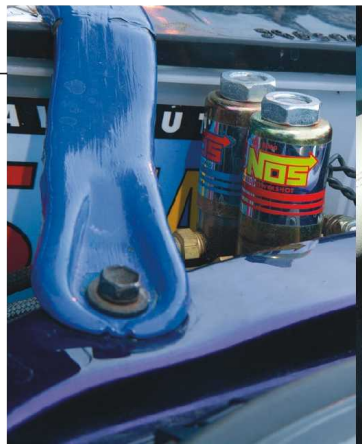
Aside from practising your fast gear changes, quick shift kits can transform the speed you can change gear in many cars. And if you've got the money for it, a gearbox swap to a dog box, sequential box, or twin clutch box, will truly transform gear speeds. Some trick gearboxes can change so fast you barely notice, literally 0.01 of a second, meaning your quarter-mile time could drop by over a second without any other changes!

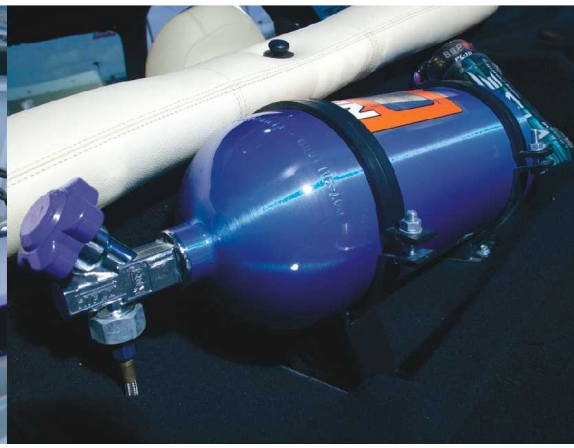
NITROUS

This could be in the power or the anti-lag section, so rather than mentioning it twice, nitrous oxide and its ability to create huge differences in acceleration gets its own section.

A good nitrous kit can easily double the power of even the most un-tunable engine, and with some drag cars running many hundreds of bhp worth of nitrous, it's proven to be hugely effective.

The second way it can transform acceleration is as an anti-lag system for turbo cars. Even a small hit of nitrous will bring even a big turbo to full boost very quickly. So even nitrous that's set to switch off above a certain boost level, so won't increase peak power, will hugely improve the acceleration of a lot of turbo cars.





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 Words & Photography Ron Celestine

SCENE TAX

If you think taxes are bad here in Blighty you want to try building a feature car in Thailand...







There is always that one person who will always try to be different. Truth be told, I think it's built in our DNA to be different. To want to stand out among the crowd. To be recognised for taking the path less travelled and being successful at it. The idea of being different resonated with every member in the Liberate Car Club, located in the heart of Bangkok, Thailand.

Of course, taking the path less travelled will always present interesting obstacles which will test your desire to truly be unique. Your platform isn't popular among the enthusiasts, which means there will be lack of aftermarket parts for your car in terms of modifications. If your platform happens to be a few decades old, you could also run into problems with finding available parts. However, living in Thailand presents another set of big challenges, ones which revolve around the government.

Like many developing countries in Southeast Asia, the government has enforced strict rules on imports. To try and stimulate local economic growth, the Thai government has enforced absurd taxes on anything that isn't manufactured on Thai soil. Around 300 percent, to be exact.

If you don't consider yourself a car enthusiasts (and you probably wouldn't be reading this article if you weren't) you're really not bothered by these taxes as any sort of horrid ecobox will do.

To enthusiasts like Kitti Saowapakprayoon, or Ben for short, these taxes are a massive obstacle when it comes to wanting to purchase a VW Scirocco. Knowing it was the car he always wanted, paying an extra 300 percent in taxes wasn't even a concern. There is really no way around it (well, legally, at any rate).

With his 2012 Scirocco in his stable, Kitti could have called it a day and been done with it. Having one in Bangkok is rare enough in its own right. But like every good enthusiasts, we just can't be satisfied with leaving things the way they are. We must imprint our personalities into the car to truly make it ours.

That led to the second conflict for Kitti: which modification path to take. To go down the route of stance or performance orientation? VW owners tend to go the route of stance but not Kitti.

The goal was to have that show car appearance but also be able to run the streets at night with the Libre crew. Two years later, and a good deal poorer, the results are what you see here.

Starting with the exterior, Kitti turned to Caractere, a performance company that caters more towards the German market for most of the aero kit. He turned to the 'R' version for the rear bumper and Revo for the carbon-fibre hood. Some Libre crew members have their own shop and specialise in making aero kits. With their help, the carbon-fibre lips, canards, side skirts and GT wing could be custom made to fit the Scirocco's bodylines perfectly.

You can't consider your project remotely finished without having the right set of wheels to pull all of the exterior changes together. 18-inch STR Forged Wheels wrapped in Pirelli P Zero tyres not only completes the exterior look on Kitti's Scirocco, but do an excellent job of showing


Classy attention to detail everywhere





18-inch STR Forged Wheels wrapped in Pirelli P Zero tyres

off the 6-pot AP Racing brakes and 355mm slotted rotors.

The car has been lowered on Sachs ZF suspension kit for the optimal firmness when driving on the battered roads of Bangkok, and the perfect stance for that show car look. The Scirocco R is supposed to be the hardened, more aggressive version of the base Scirocco. But like the Golf R, Volkswagen missed the mark on that one in terms of aggression and looking like an 'R' car should. Kitti's Scirocco on the other hand, nails it and looks like something that should be raced on track.

So how about the power? Does Kitti's Scirocco have the power to go along with the dramatic changes to the exterior? The short answer is yes

A quick glance under the hood would leave most people wondering if anything had been changed at all. However, the longer you hunt around, the more mods begin to pop out at you.

The Revo stickers along the intake should

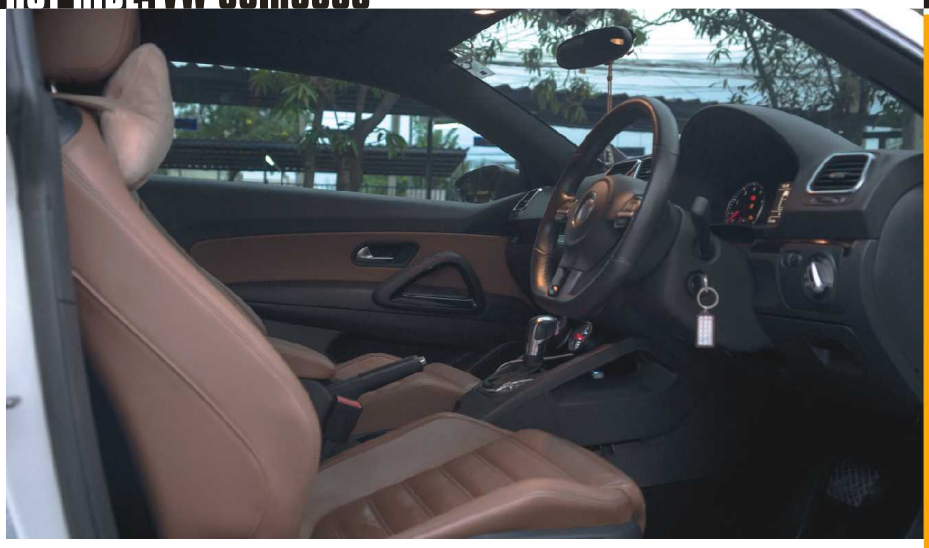


THIS ONE'S MINE

Owner: Kitti Saowapakprayoon (Ben)
Occupation: Business owner, European Tuning (shop)
Vehicle year: VW Scirocco 2012
Build Contributor: Eurofix, Force Tech, Euromotive, etc
Build time length: Around 1-2 years
Driving: Three days a week
Primary use: Daily and show car
Other cars currently owned: Audi TTRS
Car club or crew: Liberate, VAG Thailand
Power: Around 390HP



A huge triumph against (import tax) adversity



give you a big clue on the changes that have been made under the hood. Along with the intake, the turbocharger was changed out to Revo's K04 kit. A Forge intercooler hidden behind the licence plate cools the incoming air charge.

A Revo stage3 tune means that Kitti's Scirocco is developing around 400bhp to the front wheels. That is almost double the stock power and a decent chunk more than the R version.

The transmission software has been upgraded with a Revo DSG remap that sharpens things up a treat. The shifts now hold out until Kitti pulls the paddles meaning he can enjoy the full 400bhp without the computer shifting up too early.

Seeing that Kitti drives his Scirocco almost daily, the interior almost remains in stock configuration. Defi gauges relaying vital information are really the only thing that have been changed to the interior.

It's great to meet owners like Kitti. People so dedicated they will stop at nothing to get what they want. It's said that innovation and creativity blossom when faced with opposition, and living in Thailand seems to be the perfect opposition for creating some wonderful builds.

Kitti wanted to thank the Liberate crew, and the VAG Thailand team for supporting him, whether it's moral support or turning wrenches. Cheers to another successful build from Thailand! FC

TECH SPEC: SCIROCCO

ENGINE
Revo Stage3 remap, Revo K04 turbo kit, Revo K04 intake, Revo DSG gear tune; CTS discharge pipe, CTS throttle pipe; Audi R8 coil ignition; Forge FMIC; custom 3in exhaust system; APR boost tap; GFB diverter valve;

CHASSIS
AP Racing 6-pot 355mm BBK; Arqray 320mm rear brake discs; Eibach anti-roll kit; Sachs ZF coilovers; 18-inch STR Forged Thailand wheels; Pirelli P Zero 235/4x18 tyres.

EXTERIOR
Caractere aero parts; custom carbon front lip and canards; custom carbon side skirts; Scirocco R rear bumper; custom carbon diffuser; custom grille; custom carbon GT wing; Revo carbon bonnet and custom carbon details; Dectane taillight.

INTERIOR
Alpine 8-inch doubleDIN headunit; OSIR Design Defi dual gauges; Upgraded paddle shift.







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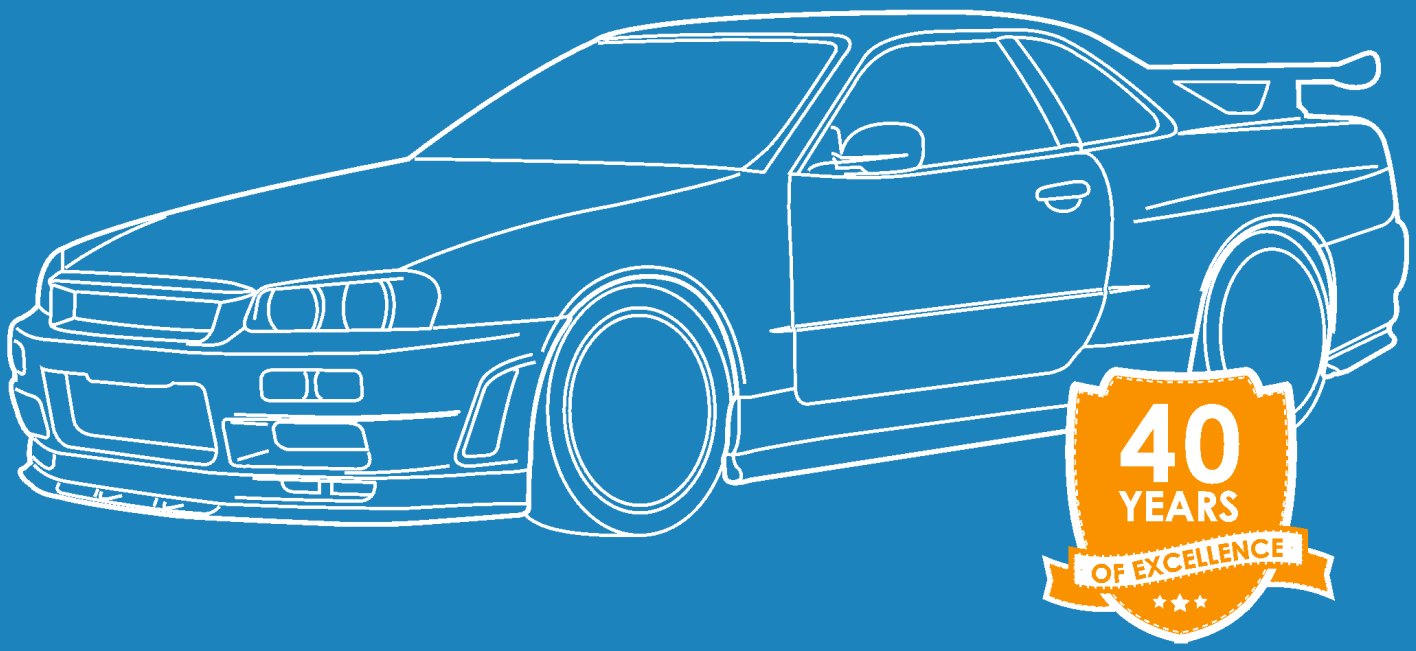
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The countdown to TRAX Silverstone (where we'll be giving this wonderful 350Z away to one lucky punter) has well and truly started. And, although there's still plenty of modifying to do between now and then, there is one other essential we thought we'd better get sorted sooner rather than later, and that's an oil change.

Now, even though the big Nissan came with a full history, we've still got a few shows around the UK to attend before the new owner takes the keys. That and we're just not the sort of team who say "there you go mate… oh yeah, it needs the oil swapping out." So, while I had the car on the ramp for last month's brake-fitting escapade, I thought I'd get on to Old Hall Performance, suppliers of Red Line Oil here in the UK, to put in an order for some rather special fully synthetic engine oil.

The American firm has gained quite the reputation on the road and in all sorts of motorsports for its premium performance offerings, and it's a brand I've used on numerous cars over the years, including plenty of my own projects. In fact, that's pretty obvious from the amount of flags, hats and aprons I have knocking about my workshop – like all Americans these guys love to chuck in a spot of merchandise!

When it comes to giving the best advice, the team at Old Hall Performance certainly know their stuff too, so much so that they soon sold me on changing the gearbox and diff oils while I was at it, just in case they hadn't been done for a while. They also supply magnetic sump plugs from Gold Plug USA. So, as this one is all on the publisher's tab, I ordered one of those too.

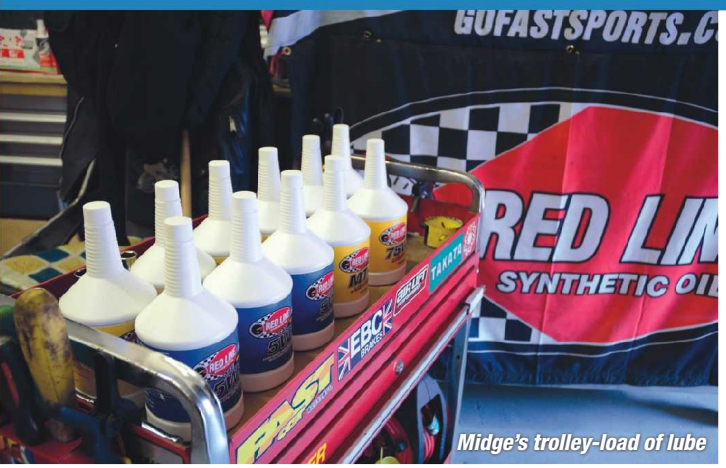
Anyway, I don't have to tell you how important it is to keep up your service schedules, especially on highly stressed cars, or ones like this with big expensive engines. Prevention, as they say, is far better than cure and a lot less costly.

Now, admittedly it's hardly the most exciting of tasks, but changing the oil and filter is something that can be done at home with not much more than a trolley jack and a couple of stands. It's an easy job that can save you a few quid on garage bills along the way. Gearbox and diff oil needs changing far less regularly and usually takes a couple of special tools, like drain plug keys and a big turkey baster (er, or a syringe, you numpty – Jules). It can also be a little trickier, so many choose to leave it to the pros, or at least someone with a ramp. To be fair, I don't blame them either - old transmission oil is horrible, shitty-smelling stuff!

Once I got my delivery (and more hats), it only took an hour or so to replace all those essential fluids with Red Line's finest protection. Lovely.

Still, there's no rest for the wicked, and it's time to pull my finger out and actually get on with some modifying. On the bright side, though, we've just had a delivery of parts, so it looks like I won't be going back to the office for a while. Such a shame. I was really looking forward to sitting in front of my computer all this week, honest.

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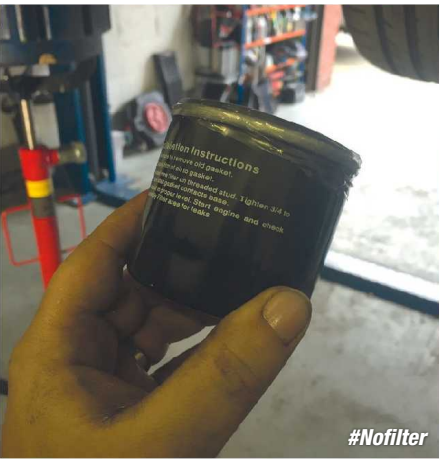
Midge's trolley-load of lube




More about this next month

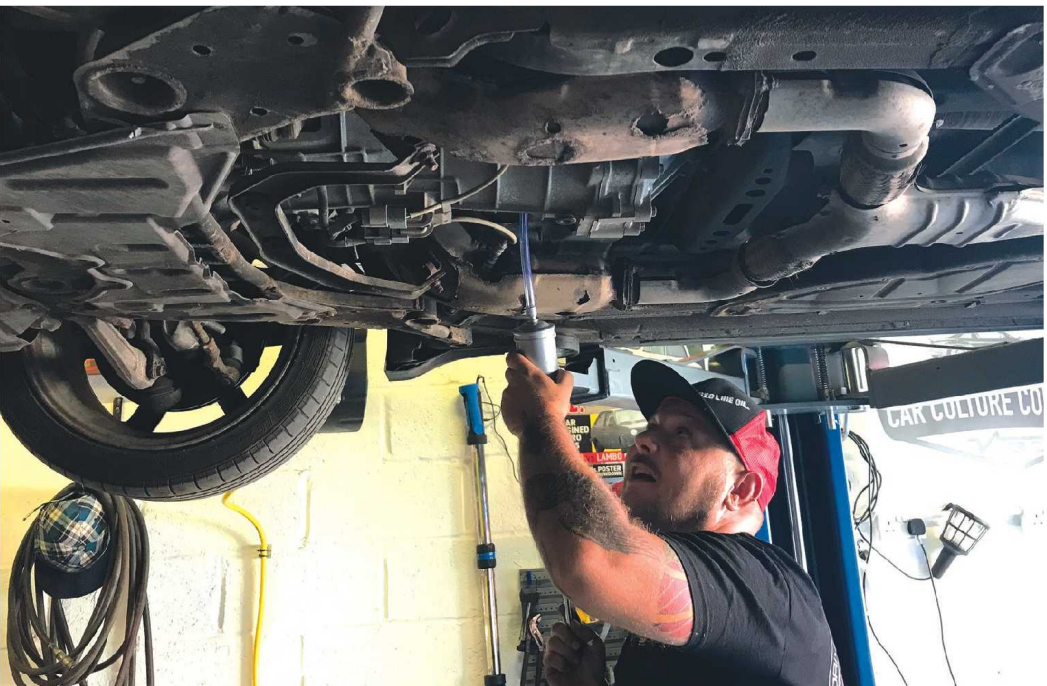



Magnetic sump plug FTW


#Nofilter


Fill her up


A much needed brain fluid injection



THIS MONTH

Parts

Red Line 5W30 Fully Synthetic Engine Oil (x5)..... £89.70
MT85 Gearbox Oil (x4)..... £80.80
75W90 Diff Oil (x2)..... £42.84
Gold Plug Magnetic Sump Plug..... £17.99
Oil filter..... £5.37

Total..... £236.70

CONTACTS

Old Hall Performance
www.oldhallperformance.com
Red Line Oil
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Gold Plug
www.goldplug.com
2Forge
www.2forgewheels.com



Remember kids, measure once, cut twice

ZERO EV R32 SKYLINE

IT'S NEARLY READY TO TEST DRIVE – FIRE UP THE, ERR… BATTERIES!



Last month we were balls deep in subframe and chassis work. But with that fairly sorted and the batteries and BMs now fitted, we can turn our attention to the charger, diff, controller and a few other bits.

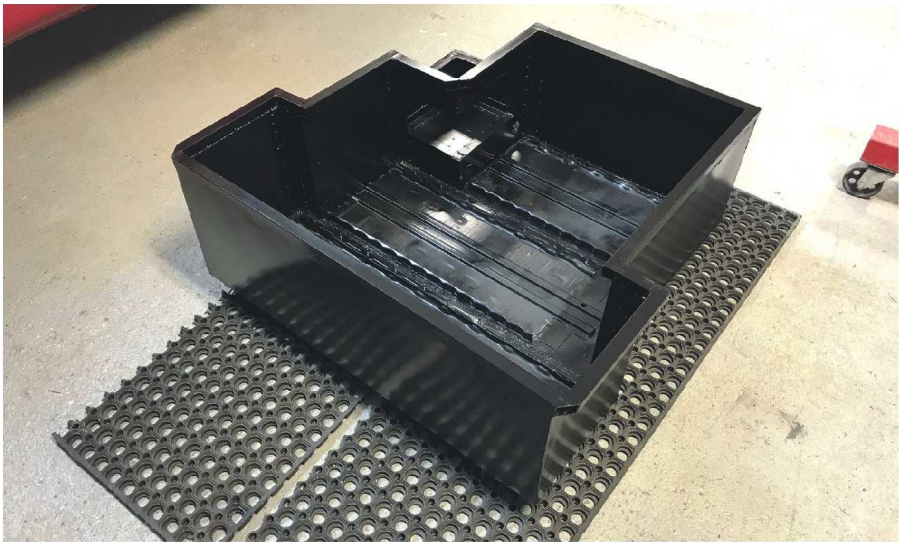
We've also got rid of the back seats and as we didn't think anyone would be silly enough to sit in the front passenger seat let alone in the back. So, they became the perfect location for the duel Tesla chargers and high voltage junction box.

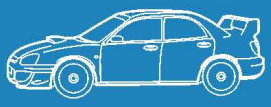
We built a quick frame and got them bolted into place, and as we are master fabricators and double-checked all our measurements and dimensions they fitted perfectly. That gives us 22kw of charging per hour, which means our 16kw battery will be fully charged in less than 60 minutes. Pretty impressive, eh?

Let's talk about the differential. Yes we have a Quaife diff sorted, but before we fitted that we thought why not have some real fun? Yep, you guessed it, we welded up the Tesla diff #firstintheworld. And there's probably a reason for that – we are the only idiots that have ever wanted to do such an insane thing!

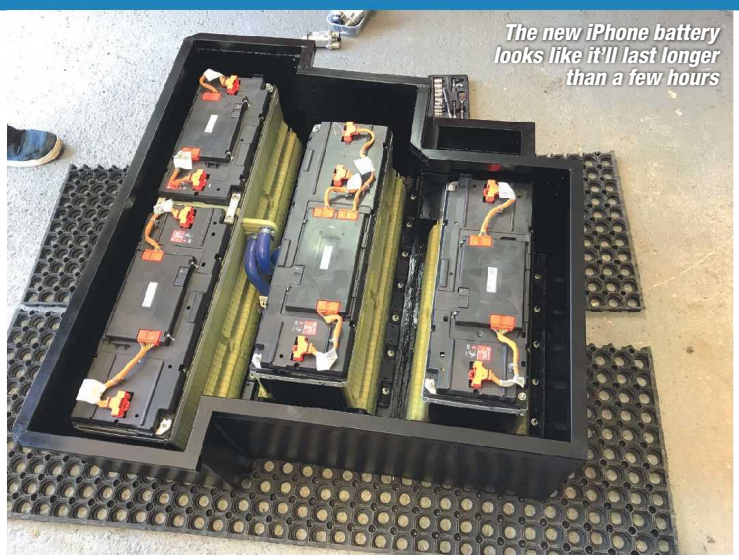
With the diff fitted it was time to sort out the controller. We got ourselves a rather nice blue one built; not that it will be seen, but we like making things look pretty. This controls the drive unit and gives us complete control over every setting with a simple WiFi log in. Who needs car keys!

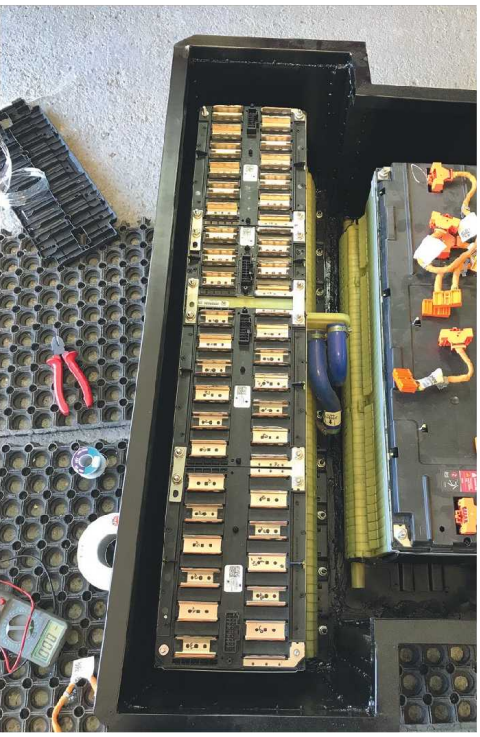
So there you have it, we pretty much have the world's first (and probably last) Tesla powered R32 Skyline. We can't wait to get it on the road... well, I mean track and do some skids!



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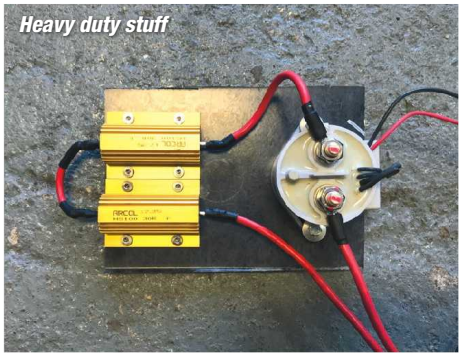

The new iPhone battery looks like it'll last longer than a few hours

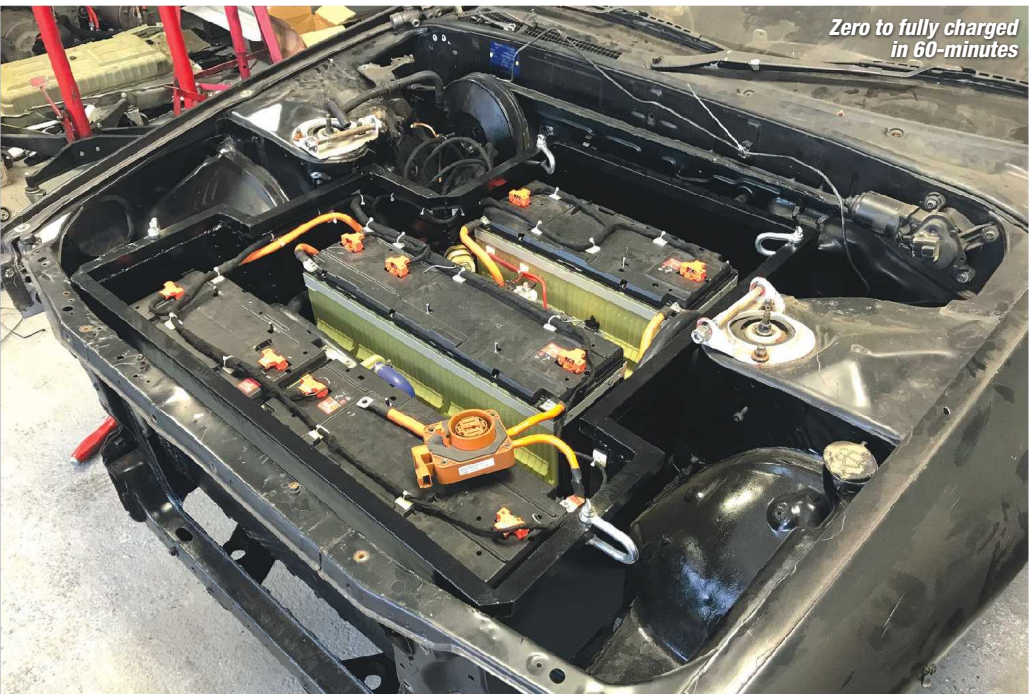



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Drive unit control board	£150
TOTAL	*£4350*

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Sales@zero-ev.co.uk

WE WANT YOUR RIDE!



If you thought France had no chips in the watercooled VeeDub game, allow Gabriel Couty's Mk1 to change your mind. This all-carbon road-racer Golf has set a new benchmark for VW builds and you can read all about it in next month's magazine. Out on the 17th of August

Nope. We're not going to offer you half the trade price for your car, like those websites. Instead we want to give you the chance of being featured in the best modified car mag on the planet! So if you own a cool as a cucumber car you think is worthy of *Fast Car*, we'd love to see it. Please send a selection of good quality images and a spec, to **jules.truss@kelseymedia.co.uk** with 'Feature Car' as the subject. If we like it, we'll get back to you to arrange a photoshoot. Simples.

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	C34368#	HK009	C37982# / C37982*	HK5230	C33213*
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Words Daniel Bevis Photography Slim Jules



The Pursuit of Happiness

This V8-powered E-Type is one of the most controversial cars on the scene right now. But its cheerful owner, Pipey McGraw, isn't too worried that he won't be getting an invite to the E-Type owners club Christmas party. He just built this thing to have fun...


18
ROLL
HARD

The world is broken. It's devastating, but it's true. Even if you're able to look past the melting ice caps and the dying bees, it's really humanity itself that's the problem. We just don't seem to like each other very much.

Have a look at your news app of choice and see how many of the headlines are positive, happy stories... two? One? None? No, it's all hate crimes, stabbings and racism veiled as nationalism. Asinine celebrity provocateurs like Piers Morgan and Katie Hopkins make a living from deliberately riling people online to get clicks. Social media is riddled with hate, with people's default position being to criticise and belittle rather than support and celebrate.

This isn't anything new, not really. People have been starting wars and burning each other's villages for millennia, in the name of money or religion or property. Humans have never liked each other much.

Now there are two ways to react to this toxic state of affairs. The first is to let it break you down, to retreat into yourself, kick out at the world, and give up on humanity. The second – and by far the healthier option – is to do what Pipey McGraw does. Simply enjoy your life with a big smile on your face and not care what other people think.

This isn't to say Pipey's a jester or some sort of doormat. He likes to needle and provoke for the sake of his own amusement, and this is mirrored in the cars he builds.

His previous hits include the world's lowest Mk1 Golf, the shell dropped onto a Beetle chassis and running a bridge-ported Wankel rotary in the back, and a VW K70 artfully buttered over the mechanicals of a Passat W8. Both of which achieved two important things: to create cars that have never been attempted (or even imagined) before and get up the noses of classic car enthusiasts. Because if there's one thing that classic purists really love, with their tweed elbow patches and old-money snootiness, it's to insult and deride young-upstart modifiers. Pipey loves to prick their pomposity. And with this outrageous E-Type, he's putting some noses out of joint.

"Modifying an E-Type is always going to ruffle some feathers," he laughs. "It gets as much dislike as it does likes. But nine times out of 10 when I explain to people who hate it that I've not just taken a perfectly fine E-Type and modified it, but instead spent a year and half trawling the country for scrapyards and Jag restorers and piecing it together, they seem to come round to it a bit!

"I mean, I'm only in my 20s. I'd love to be in a position to buy and modify an E-Type, but I don't have 30 or 40 grand lying around to buy a basket case that looks like it's been chilling with the Titanic most of its life, then plough another 30 or 40 grand into restoring it. My Jag has been built realistically, the only way I could actually do it."

We're on fairly safe ground to park the 'sacrilege' label, then. Sure, it's not a sympathetic restoration, but neither is it a hooligan reworking of an original survivor. If Pipey hadn't rescued this Jaguar, it would have crumbled away to dust. He has every right to do what he likes with it. And the fact he likes to do breathtakingly naughty things with cars is very much all right by us.

So how does an average Joe in his 20s get into E-Type ownership anyway? Well, first you've got to find yourself a cheap one, and Pipey's approach was to base his project around a Series II 2+2 shell. These variants are always cheaper, as the 2+2 is considered by many classic enthusiasts to be the gawky bigger brother to the sylph-like coupé – the act of fitting rear seats meant Jaguar raised and extended the roofline to weird proportions. Although that's worked out perfectly in



The Jag includes panels and trim from about 15 different cars



The engine and gearbox come from a 2009 BMW M3, the rear diffuser from a Vauxhall VX220 race car

this case, as Pipey's front seats are so far back that he's essentially sitting in the back anyway. The 2+2 provides much better headroom!

The shell itself was located in the north of Scotland, a mere 28-hour drive from Pipey's stomping ground in Bournemouth, and was in fact a US import in the possession of a chap with a number of E-Type projects on the go. What he neglected to mention in his advert was that he'd tried to French in a set of ill-advised Ferrari lights to the tail – but having travelled all that way, there was no way Pipey was going home without it! "Moss Europe have supplied me with the panels to rectify the rear. I just haven't got around to fitting them yet," he reassures us.

The fun part with buying an E-Type shell is that it's just that. A shell. There was no chassis to speak of, so what's the solution there? Sell a kidney and drop the cash into a bona fide Jaguar floorpan? Nah, that's not this guy's style. After lots of measuring and searching, Pipey and the fellas at Coltech Classics hit upon the answer: the Luego Viento.

No, we hadn't heard of it either. The Viento is actually a Caterham-style thing designed to run a V8, which just so happens to have an identical wheelbase to the Series II 2+2, so Coltech had a head-start on turning the car back into a car, while Pipey found himself tumbling down the rabbit-hole of parts searching.

You see, when you have a bare shell and nothing else, you need to find rather a lot of parts. And the problem with E-Type spares is that specialists know what they're worth, and charge insane prices for parts in good nick.

Aha, but this is where Pipey had the advantage. He didn't need them to be in good nick. He just needed them to be good enough to work. So, by physically hunting down every Jag breaker and hoarder in the land, as well as feverishly chasing E-Type-related hashtags on Instagram, he was able to cobble together enough usable Jaguar parts for the machine to make sense.

The bonnet's from a Series I (preferable, as it has flush headlamps, unlike the Series II). As is the tailgate. And impressively one of the doors is from a Series III roadster – which obviously didn't fit and had to be substantially modified! The global parts-search became an all-consuming obsession, and this Frankenstein's monster of an





E-Type is made up of bits from all over the world. “There are panels and trim from easily about 15 different cars,” Pipey grins. Naturally, of course, it’d never be good enough to simply build it up to look like a regular E-Type. While the corrosion repairs have been limited to necessary rather than total (check out the holes in the tops and bottoms of the front wings, for example) in order to tell a story about the car’s characterful past, it’s also been retro-modded to raise hell. That seismic rear diffuser came from a Vauxhall VX220 race car, the brutal wide arches are from a Porsche 930 of all things, and the whole thing’s been coated in a tongue-in-cheek Irish Green that’s then been artfully weathered. And all of this misbehaviour comes before we’ve even mentioned the engine…

Before this car was totally complete and when it was doing the rounds last year, people started to refer to it as the ‘3-Type’. Why? Because Pipey was running an outrageous triple-rotor Wankel rotary engine – a 20B-REW from a Mazda Cosmo, with its turbos removed and running as a bridge-ported nat-asp screamer with RX-8 rotors. An absolutely mental setup. But, as there are now eight velocity stacks poking up through that radically altered bonnet, it’s safe to assume that something has happened in the interim to shake up the format a little.

“I loved the rotary to bits,” Pipey says. “But it really was so much hassle it took all the fun out of the car. Not being a rotary specialist myself, I had to rely on other people to fix it every time it broke – which was all the time! – being extremely expensive, and having to ferry the car round the country.” The logical solution, then, was to swap in the engine and gearbox from a 2009 BMW M3.

Yep, Pipey exists in a world where perceptions of ‘logical’ are rather different to the mainstream, and that’s a very good thing indeed. In its native E90 M3, that 4.0-litre V8 would have made a solid 414bhp straight out of the box. In this Jag, with ITBs and hilariously long trumpets, plus that shouty exhaust system exiting out after the front wheels, and a decent tune, he’s hoping for more like 450bhp. Which is quite a lot for an E-Type – even one with an intercontinental patchwork of body parts, a Cosworth rear axle, and a transmission tunnel approach which requires you to ensure you don’t have anything loose trailing from your pockets.

“The swap wasn’t too involved really,” he shrugs. “Just some new engine and gearbox mounts, and fabricating a new prop. The exhaust was the hardest to sort as it’s much tighter in the bay with a V8 over the rotary. With a different ECU and lots of wiring for the modern engine, it fired up on the first turn of the key! And it sounds glorious.”

We can cheerfully confirm that this is the case. A sound only matched in splendour by that of countless monocles dropping to the floor as the fuddy-duddies of the E-Type owners clubs catch sight of this blasphemy and find themselves speechless with apoplectic rage.

“I aim to get out and use it as much as possible,” Pipey beams. “Once it’s been on the dyno – which will be very soon – I’ll take her to as many events as I can: circuit racing, hillclimbs, drag events… anything just to go and have fun in it.”

And that’s exactly the point of this car. He hasn’t built it to impress anyone and, while he likes to take a wry sideswipe at the haters, he hasn’t done it to annoy anyone either. What you’re seeing here is simply the logical result of a 20-something starry-eyed dreamer, who figured out a way to own an E-Type when such a thing wouldn’t otherwise be possible.

His own unique approach to project planning has ultimately led to this being one of the most admired (and, in many quarters, most reviled) cars on the scene in 2018, but that’s all just by-the-by. Pipey likes unusual fast cars, and he fancied an E-Type, so – after a hell of a lot of work – he made it happen. Forget the haters. Forget the online bitching, the finger-pointing and needless criticism. Life’s too short. This fella’s just out to have fun.



Finishing the interior is on Pipey’s To-Do list



The brutal wide arches were kindly (if unknowingly) donated by a Porsche 930







TECH SPEC: **E-TYPE**

STYLING
Rescued E-Type Series II 2+2 shell; Series I bonnet and tailgate; Porsche 930 arches; period Alexander bullet mirrors; Le Mans-style fuel filler; Vauxhall VX220 race diffuser; race roundels; dodgy Frenched-in taillights (soon to be replaced); weathered Irish Green paint.

TUNING
S65B40 4.0-litre V8 (from 2009 BMW M3); ITBs with velocity stacks; custom side-exit exhaust system; M3 gearbox; Sierra RS Cosworth rear axle with LSD.

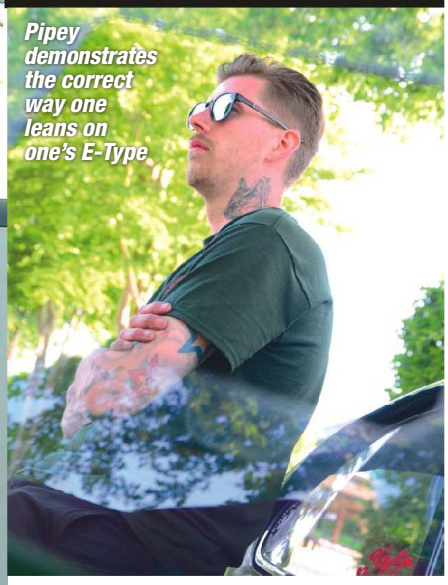
CHASSIS
8x15in (front) and 9.5x15in (rear) RS-Felgen E50 wheels; Toyo Proxes R888 tyres; Hi-Spec 4-pot brakes; Gaz coilovers (adjustable for height and damping); Mk2 Escort steering rack; Sierra front hubs; Luego Viento chassis.

INTERIOR
Speedway low-back bucket seats; Nardi steering wheel; Born2Drift short-shifter; line-lock.

THANKS
The project wouldn't have been possible without the support from lots of people helping out in so many ways: Paul at Coltech Classics for all his incredible hard work making my silly ideas into a reality; Tom at T E Motors; Pete and everyone at Forge Motorsport; Matt and the team at Moss Europe; James at Rawhide Upholstery; Barry at Pipercross; Tom and Dale at Meguiar's; Flowmaster Mufflers; Gary Jones who made the incredible velocity stacks; Nemesis UK; Joey, who helped out with BMW engine parts and info; Valdas for all his help with ECU and wiring. Born2Drift for the shifter; I'm sure I've missed out people, but I had a tremendous amount of support throughout the build! And last but not least, I must thank my missus, Cansu, for supporting me and letting me spend most of my life at the workshop and all of my money building these silly cars.



"Modifying an E-Type will always ruffle feathers. It gets as much dislike as it does likes"



Pipey demonstrates the correct way one leans on one's E-Type



Period Alexander bullet mirrors

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*As part of your sporting event entrance only **Booking fees apply & advance ticket prices available until Friday 27th July 2018 – standard price thereafter. ***Saturday and Sunday "day tickets" are valid from 8am till racing finishes and DO NOT include evening entertainment or camping. Day tickets will be sold on the gate until 4pm. Kids under 13 go free (3 per paying adult). See website for full terms & conditions. Camping included for 'multi day' ticket holders, free parking with all tickets. No pets, glass bottles or unlicensed vehicles on site. Santa Pod Raceway, Airfield Road, Podington, Wellingborough, Northants, NN29 7XA. Jct 14 & 15 M1.



ADAM MCKAY'S ACURA RSX

FC says: Where do we start with Adam's boosted stunner here? Purchased as a bog-standard automatic Acura RSX (America's de-tuned version of the DC5 Integra) over a decade ago, it's been transformed into undoubtedly one of the finest examples of this coupé the world over.

"I've been working hard to get it to where I want, with no help from sponsors and all paid for through money saved from my 9-5 job," Adam proudly explains as we pore over the finer details of this absolute stunner.

The body has been treated to the M&M wide arch treatment on the rear, with the front wings being pulled and slatted to match, and the whole thing has been set off with a generous helping of Lamborghini's 'Grigio Telesto' grey paint which looks nothing short of spectacular. It's all propped up on some bespoke CCW split rims that set the tone that Adam really isn't taking any prisoners with his pride and joy here.

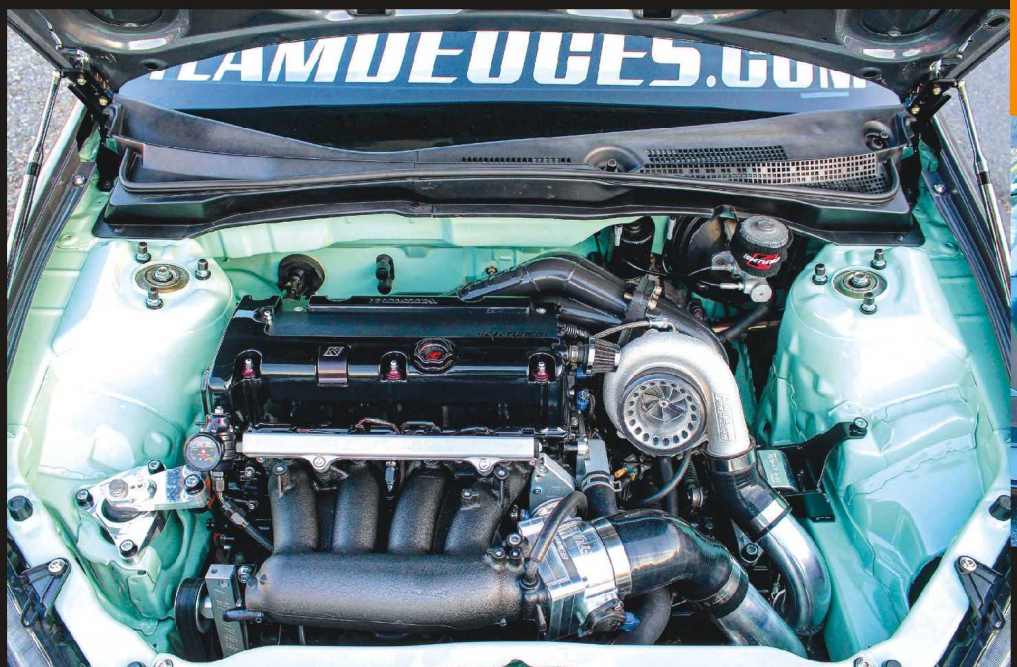
Under the bonnet there's no longer a commuter-friendly auto drivetrain looking back at you, but a fully built-up K24A2 VTEC lump (pulled from an Acura TSX/Honda Accord). With a whopping Precision turbo attached, we dread to think just how much power is running through this car's veins now, but we can guess it's an awful lot!

The more you look at this fine work of art, the more detailed touches make themselves known to you. A thoroughly impressive build that we hope to see more of in the future...

SPEC: ACURA RSX

MAIN MODS

K24A2 engine swap (from Acura TSX/Honda Accord); Precision 6266 ball-bearing turbocharger; Walbro 255lph fuel pump; ID 1050cc fuel injectors; custom 3in dual exhaust; K-Tuned engine accessories; S2000 gauge cluster and push-button start; JDM power folding and heated wing mirror conversion; custom rear lip with spats and dual-exhaust exits; custom A-Spec side skirts with Mazda 3 MPS side splitters; Subaru WRX front splitter and roof spoiler; M&M Hyper rear wide body kit; full re-spray in Lamborghini Grigio Telesto grey; Type S black leather seat conversion; NRG harness bar with Corbeau harnesses; Function and Form coilovers; EP3 electric power steering; custom CCW split rims with polished faces and gloss black lips.











SOPHIE & MICHAEL HOSIE'S COZY COUPE

FC says: Here's something you certainly don't see every day... William has been tinkering with his kids' toy cars for many years now and was keen to show us the latest look for his children's Little Tykes Cozy Coupe ride-along. And you know what? We absolutely bloody love it!

Taking inspiration from some of the hottest mods currently performed to grown-up cars out there, William's incredible creation now boasts hilariously detailed touches like those WORK Equip-style wheels and even Brembo brake callipers. But it's the car's stance that really impresses us the most – with the miniature vehicle dumped to the floor with plenty of camber, all thanks to custom axles being added into the mix!

There's also been a full re-spray in a Pure Orange hue, complete with a Hot Boi rainbow flake effect to ensure nobody misses this beauty when it's hard parked at a local sunny show.

This mini masterpiece just goes to show that even kids can benefit from rocking a ride that's a little different to the norm. So get down to your garage this weekend and see what you can do to make your little ones' lives that bit more exciting. You never know what you might be able to achieve. And once William's son and daughter get too big for it, we'll have it for Midge!

SPEC: COZY COUPE

MAIN MODS

Custom axles for maximum stance and camber; custom WORK Equip 40-style split rims; Brembo-style callipers; custom carbon fibre-wrapped front splitter and rear spoiler; carbon fibre-wrapped harness bar; Britax harnesses; full re-spray in Montana Pure Orange paint with Hot Boi rainbow flake.





TAYLOR PIKE'S FIESTA ST

FC says: It's clear young Taylor here knows exactly what he's doing with his sumptuous Fiesta ST2 hot hatch, as it's now sporting a raft of goodies that not only make it a hell of a lot faster, but also a damn sight more impressive to look at.

Let's start with the engine. Going straight to the gurus at Mountune, an 'MP215' kit has been installed – comprising of a premium airbox and filter, as well as the firm's infamously effective ECU software. This brings the car up to well over the 200bhp marker and ensures it's tons more fun to drive than when it was standard. It's topped off with a full Cobra Sport exhaust system for extra growl.

Then there's the way this white hatch now looks. Running with a matte black theme that starts on the custom central bonnet stripes and continues over the roof, the Ford is starting to look much more like the unbeatable rally cars it shares some of its DNA with, which certainly isn't a bad thing!

We are sure you agree that it's a formidable beast in both looks and performance. And there's already plans in progress to crank things up to stage two by adding some new wheels and coilovers in the not-too-distant future. Watch this space!

SPEC: FIESTA ST

MAIN MODS

Mountune MP215 upgrade kit (including high-flow airbox and panel filter and engine calibration); Mountune short shifter; Cobra Sport turbo-back exhaust system with Scorpion sports cat; custom matte black bonnet stripe; matte black roof, lower splitter and wing mirror caps; Auto Specialists tow strap, bonnet spacers and wing riser kit; Triple R Composites rear spats; MSport lower grille insert; Mountune floor mats.





CASEY'S MINI CLUBMAN

FC says: While Casey's R53 MINI Cooper S receives a full rebuild in anticipation of becoming an all-out show-stopper when completed, Casey here thought he would show us his amazing daily – this stanced-out, gorgeous R55 MINI Clubman!

Dropped on air, this big-booted hatch now sits pretty on some stunning BBS RS reps that have been staggered up to 17 inches for the ultimate fitment. How cool does it look as a result?!

Inside, a Klutch steering wheel on an OMP boss kit complements the already extremely classy interior; with the result of all these mods ensuring Casey has one seriously cool and comfortable cruiser on his hands.

We wonder what's next for the Cooper S...

SPEC: MINI CLUBMAN

MAIN MODS

Stage 1 remap; BBS RS replica alloys (stepped up to 17in from 15in); Yokohama tyres; Klutch steering wheel with OMP boss; Air Lift Performance air suspension with 3P management.







STEPHEN ROYLE'S CITROËN SAXO

FC says: Here's a blast from the past. A Saxo VTR that's evolved into a modern-day showstopper during the time it's spent in proud owner Stephen's possession.

Keeping up with the times, a set of Candy Red Kambr rims keep the blue exterior looking fresh-to-death, topped off with touches like that lovely flushed boot (complete with the release button now being cleverly incorporated into the rear wiper stalk!), a HID kit and very nice subtle side extensions.

Inside things are equally as classy for this French hatch, with a 106 interior conversion set off with a suede steering wheel, an incredible Marvel headlining and that interesting boot display out back.

Instead of ICE or air suspension being shown off here, Stephen's let his favourite detailing products and tool kit take pride of place - all sitting pretty with easy access should he ever need them!

It's nice to see enthusiasts keeping the Saxo dream alive in 2018, and with some inspired mods throughout, Stephen's example is living proof that it's a car that can still cut it with the new kids on the block...

SPEC: SAXO

MAIN MODS

Kambr 150R alloy wheels in Candy Red; Apex lowering springs; drilled and grooved front discs; custom cleaning product/tool boot build; Mk1 106 interior trim; KODE suede steering wheel; Marvel-wrapped headlining; HID kit; side skirt extensions; flushed boot; splatter-effect engine covers; 4-1 manifold; straight-through pipe and Piper back box; induction kit with cold air feed.

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to *jules.truss@kelseymedia.co.uk* and we'll do the rest.










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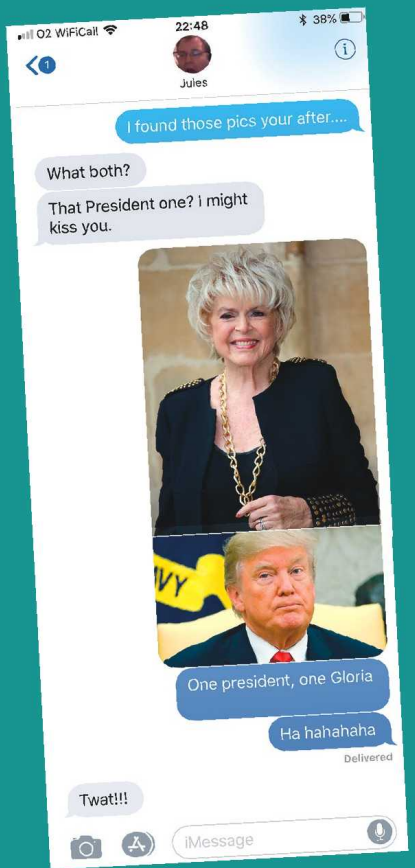
Quotes of the Month:



Jules: "I found a new suit. This could be useful for walking around your home town Midge."
Midge: "You'd be far less likely to die than in that pink jumper."



Midge: "Nope, I have absolutely no idea who set all the fire alarms off. It definitely wasn't me though."



Text of the Month:
Our Midge may have trouble with the your/you're thing, but he still makes us laugh.





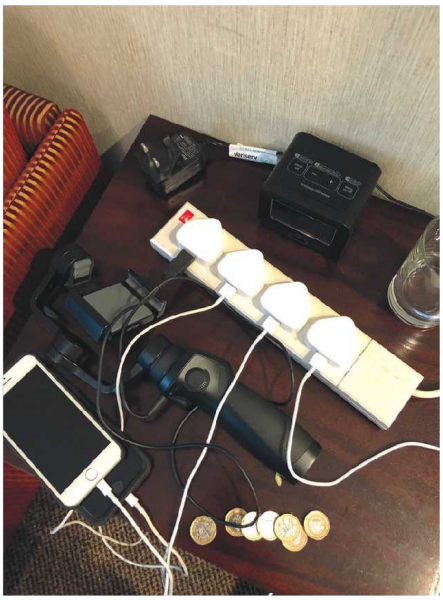
Skiving Off Part 4

You thought us FC monkeys were pretty adapt at skiving off to the workshop or (in Jules' case) for a round of Golf? Well, it looks like our 'professional' advertising team are quite good at being shirkers too. Just have a look at what goes on with our boys Dave and Martin when the rest of us are out of the office. Naughty naughty!



Internet Shopping

You know when you find an absolute bargain online but, as soon as it turns up, you realise you read the listing wrong? Well, our Midge does that a lot. Check out the smallest 24mm Snap On spanner in the whole world. Numpty.



Instabook King

It takes more work than you might think being an internet celebrity. Nowadays our Glenda not only has to carry 7-quid in his pocket everywhere he travels, but he needs a big 4-gang multiplug just to juice up all his kit too! Then again, using the local Travelodge to charge his vacuum cleaner, cordless drill and toothbrush is taking things a bit far. Put 50p in the meter at home, you tight bugger!

TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



800BHP EVO IX
Who doesn't love an Evo, eh? Well, there's certainly a lot to love here – this drag monster is packing 800-horses. Oh yeah, and it's road legal. Mental!
www.fastcar.co.uk/videos/800bhp-street-legal-mitsubishi-evo-ix



CENTRE-DRIVE BISIMOTO BOXSTER
What do you get when you cross a baby Porker with a McLaren F1? Possibly the craziest little sports car on the planet. We likey, lots!
www.fastcar.co.uk/videos/bisimoto-center-drive-twin-turbo-porsche-boxster



MOUNTAIN ATTACK S2K
This is just like a 21st century Initial D. One barking S2000, one twisty mountain road in Japan and one awesome drive! What a hero.
www.fastcar.co.uk/videos/mountain-attack-honda-s2000





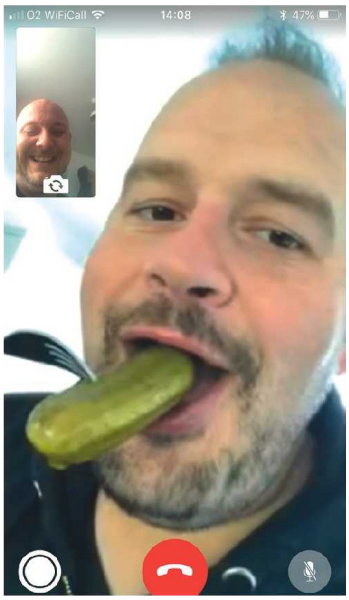
Bargain Bedage

As Jules always tells us, budgets are tight and times are hard. At least he always gets to save a few quid on Midge's hotel rooms during show season. That means not actually booking Midge his own room: not when there's always a perfectly good (and perfect size) infant bed available. Baby changing facilities come as standard nowadays too (bastards – Midge).

More FC Manliness

OK, so it's been bloody hot this month, but we still can't help thinking there's no excuse for these sort of overly camp shenanigans. Watermelon Martini flavoured lollies and excess hair gel? What will these two think of next? It's good that the rest of the team weren't invited to Players Classic – they probably would have thrown up!





FC Nutritional Advice

And now it's the moment you've all been waiting for – nutritional advice from our very own five-times Slimming World loser of the Month Jules: "Just because it's dinner time doesn't mean you have to have a huge meal. As you've already eaten breakfast and lunch, you shouldn't force yourself to eat a lot of food, especially if you're not starving. It's good to avoid fatty foods at dinner time, of course, but most crucial to success is thinking about your portion size. Eat slowly, enjoy every bite and it'll feel like a much larger dinner."
Thanks for that Jules (funny, after seeing that, I'm not hungry – Initial G).



PANDEM CAYMAN
One of the ultimate Euro motors done with a thoroughly Japanese twist. Let's take a look at Hikaru Taguchi's amazing Pandem Porsche Cayman.
www.fastcar.co.uk/videos/pandem-porsche-cayman-2



STANCED SCION
It doesn't get much more batshit crazy than Kevin Calderon's static Scion here… got any camber son?
www.fastcar.co.uk/videos/static-stanced-scion-fr-s

Quiz results from page 8:

WORD SEARCH:
Diablo, Countach, Aventador, Gallardo, Huracan, Miura, Murcielago and Urus

M	U	R	C	I	E	L	A	G	O	Q	B
A	K	C	U	R	U	S	X	I	M	R	Z
V	V	L	E	I	E	Q	R	H	G	M	A
C	S	E	T	H	U	R	A	C	A	N	I
O	W	K	N	A	Q	W	T	A	I	I	L
U	V	L	D	T	Y	Z	P	P	M	T	P
N	I	V	I	B	A	K	P	W	E	Y	Q
T	T	U	A	H	J	D	M	I	U	R	A
A	X	S	B	N	S	W	O	S	Q	Y	Z
C	M	C	L	T	M	T	S	R	S	R	Q
H	A	G	O	C	L	N	U	A	K	T	R
U	G	A	L	L	A	R	D	O	J	P	N

Q1) Ford Escort Cosworth
Q2) Mercedes SLR McLaren
Q3) Ferrari 488



BLAST FROM THE PAST ISSUE 346 – SEPTEMBER 2014

In this very issue 4 years and 52 issues ago…

- There was some serious arse action on the cover of this one, two of 'em!
- We kicked off the topless special with the UK's most slammed Boxster.
- Then we got all moist with what was on offer at Wörthersee.
- More arses and topless action with Sara Choii's S2k. Yep, we certainly would!
- Midge got to test a shed-load of tyre shines… the lucky thing!
- Oooh another drop top – what sort of convertible special would ever be complete without a super-manly BMW Z4?
- We just loved this awesome modified Vauxhall Adam… we haven't seen many more since then mind!
- It's not very often you get to see a Toyota Crown in the pages of FC. So, we still remember this VIP monster fondly.

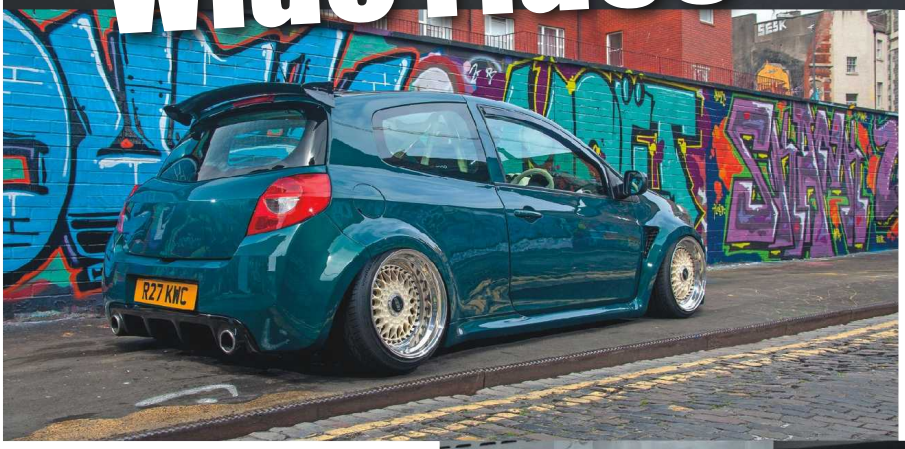




NEXT MONTH IN FAST CAR* WE FEATURE...



...some rather wide rides



Feature cars

RWB 911
Crazy Clio
Flared Fiesta
Pandem Civic

Snap, crackle and pop!

We bring you the lowdown on crackle remaps

Out 'n' about

We're off to check out Isaac Newton's favourite car show: Gravity

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*Subject to change because Midge is off on holiday again

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